OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and *at very moderate rates.*

'CHINA MAIL' OFFICE.

The China Mail.

THE 'HONGKONG CHINESE MAIL'
香港華字日報
(Hongkong Wa Tze Yat Po.)
ISSUED DAILY.
CHUN UN MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

Established February 1845.

No. 10,457 | 英一千八百九十六年八月廿七號 | HONGKONG, THURSDAY, AUGUST 27, 1896. | 丙申年七月九十日 | PRICE, $2.50 PER MONTH.

AGENTS FOR THE *CHINA MAIL*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.
PARIS AND EUROPE:—MAVENCE, FAVRE & Co., 18, *Rue de la Grange Batelière*.
NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.
CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.
SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.
CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
OHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI GHUEN, Esq.
Chief Manager.
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 1711

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED, ...£1,125,000.
PAID-UP, ...£ 562,500.

Bankers.
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months,.....4 %
For 6 Months,.....3½ %
For 3 Months,.....2½ %

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, May 5, 1896. 228

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£325,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, September 19, 1895. 646

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 6,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
A. McCONACHIE, Esq.—*Chairman.*
ST. C. MICHAELSEN, Esq.—*Deputy Chairman*
Hon. J. J. Bell-Irving. | J. Kramer, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, August 16, 1896. 368

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

WING YUEN & Co.,
DEALERS IN
PLUMBAGO, MICA, AND ASBESTOS.
KIM WING,
General Manager,
No. 80, Praya Central.

Hongkong, May 16, 1896. 1020

Business Notices.

MUSICAL DEPARTMENT.

LANE, CRAWFORD & Co.'s

New Musical Show-Room has been opened with a

NEW STOCK OF PIANOS, MUSIC AND MUSICAL INSTRUMENTS.

An Ebonised and Silver|Semi-Grand, by Dorner$1,250
Do. Do. Do. Do. 1,000
An Ebonised Semi-Grand, by Collard 1,000
Cottage Pianos from$225 to $750
Monthly payments accepted from$15.00

WASHBURN BANJOS, at$60 to $70
WASHBURN GUITARS, at$60
WASHBURN MANDOLINES, at $50
The FINEST INSTRUMENTS of the Day.

MANDOLINES kept in Stock from $10 upwards.
A Fine Stock of GENUINE ITALIAN MANDOLINES will arrive next Mail.
SEE OUR OBOES from $50 to $200.
Note.—Low-priced as well as High-priced Goods kept in Stock.
D'ALBERT MODEL CLARINETS, at 30 and 60 dollars, and COURTOIS CORNETS, at 30 to 60 dollars. Satisfaction guaranteed.—Correct Scales, latest improvements.

We are offering STOCK SOILED and SECOND-HAND INSTRUMENTS at remarkably LOW PRICES.

Soiled and Surplus Music at Ten Cents per Copy. 1625

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, Ltd., LONDON,
Pioneers of the Asbestos Trade.
Contractors to H. M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The best qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H. M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
Superintendent: THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.

1231

TRADE MARK. ESTD. 1864. *Telephone 75.*

"EXTRA SPECIAL FINEST LIQUEUR."

A Fine Malt Whisky thoroughly matured, has the largest sale and is the most popular brand of Scotch Whisky in the Far East.

Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants.
15, QUEEN'S ROAD. 1718



EDWARDS'
"HARLENE" FOR THE HAIR
WORLD-RENOWNED
Hair Producer and Restorer.
Is the Best Dressing, specially prepared and Perfumed for Toilet Use.



"HARLENE" PRODUCES LUXURIANT HAIR, PREVENTS ITS FALLING OFF AND TURNING GREY.
Unequalled for Promoting the Growth of the Beard and Moustache.
THE WORLD-RENOWNED REMEDY FOR BALDNESS.
For Curing Weak and Thin Eyelashes, Preserving, Strengthening, and Rendering the Hair beautifully Soft. For removing Scurf, Dandruff, etc., also for Restoring Grey Hair to its Natural Colour. It is without arrival. Physicians and Analysts pronounce it to be devoid of any metallic or other injurious ingredients. 7s., 12s. 6d., and (triple size) 21s. Of. per Bottle. May be had from Chemists, Hairdressers, and Perfumers all over the World.
EDWARDS' "HARLENE," CO., 95, HIGH HOLBORN, LONDON, W.C.

Apollinaris

"THE QUEEN OF TABLE WATERS."

"More wholesome than any aerated water which Art can supply."—THE TIMES.

SOLE AGENTS:
CARLOWITZ & CO.,
HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

W. BREWER & Co.

JUST LANDED.

NEW Stock—BOOTS and SHOES.
TOURIST'S WRITING CASES.
POCKET BOOKS, ALBUMS.
CARD CASES, &c.
TENNIS POLES and NETS.
TENNIS RACQUETS.
TENNIS BALLS,
TENNIS SHOES.
CRICKET—BATS, BALLS, STUMPS, GLOVES, &c.
NAVY CUT TOBACCO.
ENCHANTRESS EGYPTIAN CIGARETTES. 1728

FRESH DAIRY BUTTER

WHOLESALE AND RETAIL
THE PRODUCT OF THE PRINCE OF WALES DAIRY COMPANY, BOMBAY, INDIA.

A NEW CONSIGNMENT.

2 lb tins, $1.20; 1 lb tins, 60 Cents; ½ lb tins, 30 Cents.

HONGKONG BUTCHERY,
J. TATAM, *Proprietor.*

1999

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

HONGKONG HOTEL—PRAYA.

Sole Eastern Agents for:

Snowdon, Sons & Co. 'Snowdrift' Manufactures. | *Gelpels Pat. Improved Steam Traps.*
Sphinctor Grip Armoured Hose. | *Turton Bros. & Matthews, Steel File & Spring Manufacturers.*
The New Wire Wove Roofing Co.
The Aluminium & General Foundry Co.

BELL'S ASBESTOS AQUOL PAINT.
FIRE RESISTING, WASHABLE AND NON-POISONOUS.



BELL'S BELTING SYRUP will preserve LEATHER, HAIR and COTTON BELTS and HOSE, &c., and will increase gripping power, also restore old Belts to suppleness.

740 W. JACKSON, *Manager.*

W. POWELL & Co.

CRINKLED PAPER

IN ALL COLOURS.

Hongkong, August 22, 1896. 1705



TRADE MARK.

行洋和源
Hong Name
YUEN WO.

MOET & CHANDON'S
DRY IMPERIAL
CHAMPAGNE.

This Wine combines great vinosity with remarkable delicacy of flavour.

Per Case of 1 doz. Quarts,.....$41.00
" 2 " Pints,..... 43.00

GANDE, PRICE & Co.,
Wine and Spirit Merchants,
12, Queen's Road Central.

TELEPHONE No. 135. 1655

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
JAPAN.....	*Ancona*.....	W. D. MUDIE.....	Noon, 28th August.
LONDON.....	*Formosa*.....	R. A. PETERS.....	About 2nd Sept.
SHANGHAI.....	*Rohilla*.....	F. N. TILLARD.....	About 6th Sept.
LONDON.....	*Shanghai*.....	J. COWIE, R.N.R.....	About 16th Sept.

For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, H. A. RITCHIE, *Superintendent.*
Hongkong, August 24, 1896. 1706

GREEN ISLAND CEMENT Co., Ltd.

FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.
CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS. GLAZED PAVING BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY, &c., &c.

For Prices and further particulars, apply to
Feb. 1, 1896. SHEWAN, TOMES & Co., *General Managers.*

DICK'S (LATE HANNAY'S)

PATENT COMPOSITION.

UNSURPASSED as an ANTI-FOULING & ANTI-CORROSIVE COMPOSITION for Ship's Bottoms.

In one year—The Ocean S. S. Co., Liverpool, coated 36,157 tons; The Cunard S. S. Co. coated 96,293 tons; MacGregor, Gow & Co. coated 21,125 tons.

In use also by THE EMPRESS LINE.

1610 HARRY WICKING, *Sole Agent in Hongkong.*

THE

HONGKONG HOTEL.

Most Central.
Most Convenient.
Most Comfortable.

1282

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £480,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed AGENT of the above Society in Hongkong, is prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING,
Praya Central.

1421

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1895, £12,433,131.

Authorised Capital.....£3,000,000.0.0
Subscribed Capital.....£2,760,000.0.0
Paid-up Capital..... £687,500.0.0
Fire Funds.....£2,001,015.2.3

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, July 23, 1896. 1479

Business Notices.

KOPS ALE STILL RUNNING!!!

14 Gold Medals Awarded in 1894 & 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bittered with Hops only.

Sole Agents for Hongkong and the Empire of China,
WATKINS & Co., 66, Queen's Road Central, Hongkong.
WAI KIN TAI YEUK FONG (務藥大建威) 1315

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *KAISER-I-HIND.*

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From LONDON, &c., ex s.s. *Oceana*.
From PERSIAN GULF ex B. I. S. N. Co. and Bombay Persian S. N. Company's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 28th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, August 21, 1896. 1709

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *CANTON.*

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed—and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From MADRAS ex s.s. *Siva*. From VENICE ex s.s. *Clyde*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 29th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, August 24, 1896. 1712

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *BRAEMAR*,
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, August 21, 1896. 1698

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *BAYERN.*

THE above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

OPTIONAL CARGO will go on to Shanghai unless notice to the contrary be given before 10 a.m. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th Instant, at 3 p.m.

All Claims must reach us before the 3rd September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.

Hongkong, August 26, 1896. 1721

Notices of Firms.

NOTICE.

WE Have This Day OPENED a BRANCH of our Firm in YOKOHAMA for Business in Raw and Waste Silk, Cocoons, and have authorised Mr. H. BENT to SIGN per Procuration.

HERBERT DENT & Co.

Canton, 15th August, 1896. 1658

NOTICE.

I HAVE This Day commenced BUSINESS as a GENERAL COMMISSION AGENT.

W. SHEWAN.

Hongkong, July 20, 1896. 1456

Intimations.

NOTICE.

IT is hereby notified that that Portion of WING LOK STREET leading from the HARBOUR OFFICE Westwards to the PRAYA will be CLOSED to WHEELED TRAFFIC until further Notice.

By Order,
J. H. STEWART LOCKHART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 20th August, 1896. 1729

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 % per SHARE and BONUS of 4 % per SHARE for the Six Months ending 30th June, 1896, declared at Monday's Ordinary Half Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG & SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 25th August, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the Company's OFFICE, No. 14, Praya Central.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, August 24, 1896. 1715

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

THE above INSTITUTION has been REMOVED to
No. 4, Blue Buildings, Wanchai,
(First Floor).

The Rooms are open and ready for the use of Members.

WALTER CANDLER,
Secretary.

Hongkong August 25, 1896. 1719

KELLY & WALSH, LTD.

JUST LANDED.

CIGARETTES—
"SWEET CAPORALS"—Boxes of 500.
"THREE CASTLES"—Boxes of 500 or Tins of 50.
"WILL'S BIRD'S EYE"—Tins of 50.
"CAPSTAN"—Tins of 50.

TOBACCOS—
"PIONEER BRAND"—½ lb Tins.
"PLAYER'S NAVY CUT"—½ lb Tins.
"CAPSTAN"—Mild, Medium or Full Strength, ½ lb and ¼ lb Tins.
"THREE CASTLES"—½ and ¼ lb Tins.
"WILL'S BIRD'S EYE"—½ and ¼ lb Tins.
PAGODA BRAND—½ lb Tins.

KELLY & WALSH, Ltd.,
HONGKONG. 1708

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT OF BUSINESS contributed during the Half Year ended 30th June, 1896, on or before the 10TH SEPTEMBER, on which date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, August 25, 1896. 1794

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, April , 1896. 628

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 2nd September, at Noon, the Company's Steamship *YARRA*, Commandant L. COISPELLIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, via Ports of Call *without transhipment*.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st September. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 19, 1896. 1088

JAVA-CHINA-JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(SUBJECT TO ALTERATIONS).

JAVA-HONGKONG-YOKOHAMA-KOBE-AMOY-HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG TO JAVA.

S.S. *Germania*.....September.
S.S. *Cassius*.....October.
S.S. *Federation*.....November.

TO JAPAN.

S.S. *Cassius*.....September.
S.S. *Federation*.....October.
S.S. *Germania*.....November.

General Agents for China & Japan:
LAUTS, WEGENER & Co.

Hongkong, August 22, 1896. 432

Intimations.

Mitsui Bussan Kaisha,

No. 8, Queen's Road, Central.

HEAD OFFICE:—TOKIO.
BRANCH OFFICE:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
AGENCIES:—
MIIKE COAL MINES.
OHKOURA COAL MINES.
KANADA COAL MINES.
TOKIO MARINE INSURANCE CO., LTD.
MEIJI FIRE INSURANCE CO., LTD.
WATERBURY WATCH CO., LTD.
IMPERIAL GOVT. PAPER MILL, Japan.
COTTON CLEANING & WKG. CO., S'hai.
ONODA CEMENT COMPANY, Japan.
KANEGAFUCHI COTTON SP'ING MILL, ,,
TOKIO COTTON SPINNING MILL, ,,
HAYASHI CLOCK FACTORY, ,,
Hongkong, July 6, 1896. 1373

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS AND DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 724

SERRAVALLO'S
Ferruginous Quinine,
THE GREAT AUSTRIAN TONIC OF
PERUVIAN BARK AND IRON,
OVER 300 MEDICAL CERTIFICATES

Notifying its great strength-giving properties and at the same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co., Hongkong.
Hongkong, August 22, 1896. 1702

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
CHINA MAIL Office.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CASABLANCA, Brit. barque, Capt. Richard Cantley.—Siemssen & Co.
NORTHBROOK, British barque, Capt. Wm. Lawton.—Government.
PAUL REVERE, American ship, Captain Mullin.—Carlowitz & Co.
STANFIELD, Brit. barque, Capt. Wilson.—Meyer.

To Let.

TO LET.

WESTBOURNE VILLA NORTH, BONHAM ROAD.
IDLEWILD, SEYMOUR ROAD.
No. 2, ALBANY, immediately above the PUBLIC GARDENS.

Apply to
LINSTEAD & DAVIS.
Hongkong, July 1, 1896. 1326

TO LET.

NO. 3, STEWART TERRACE.

Apply to
J. W. NOBLE.
Hongkong, June 12, 1896. 1215

TO LET.

NO. 4, MORRISON HILL.

Apply to
G. U. ANDERSON.
13, *Praya Central.*
Hongkong, June 2, 1896. 1131

TO LET.

5-ROOMED BUNGALOW 'RHEDA,' BONHAM ROAD.

Apply to
CHINA MERCHANTS' S. N. Co.,
No. 22, Praya West.
Hongkong, June 8, 1896. 1177

To-day's Advertisements.

In the Matter of Ordinance No. 2 of 1892,
AND
In the Matter of the Application of EBENEZER BENTON BEECHER and JACOB WRIGHT, residing respectively at No. 25, Franklin Street, Westville, and No. 46, Avon Street, New Haven, both in the County of New Haven and State of Connecticut, U.S.A., for LETTERS PATENT for the exclusive use within the Colony of Hongkong, of an Invention for "Improvements in and relating to (1) Machines for Making Matches, and (2) for making Wax Matches."

NOTICE IS HEREBY GIVEN that the Petitions, Specifications and Declarations required by the above-cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said EBENEZER BENTON BEECHER and JACOB WRIGHT, by WILLIAM ELZIE HUNT, their duly authorized Agent and attorney in fact, to apply at the sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above-named Inventions.

AND NOTICE IS ALSO HEREBY GIVEN that a Sitting of the Executive Council, before whom the matter of the said Petitions will come for decision, will be held in the COUNCIL CHAMBER, at the Government Offices, Victoria, Hongkong, on MONDAY, the 14th September (proximo), at 10.00 a.m.

Dated the 21st day of August, 1896.

W. E. HUNT,
Agent and Attorney in fact for EBENEZER BENTON BEECHER, *and* JACOB WRIGHT,
1734 "Glenealy," Hongkong.

In the Matter of Ordinance No. 2 of 1892,
AND
In the Matter of the Application of CHARLES HENRY PALMER, JOHN WILLIAM DENMEAD, and JOSEPH ALVIRTUS BAUGHMAN, residing respectively at 104, North Summit Street; 228, Carl Street; 106, South Main Street; in the City of Akron, County of Summit, State of Ohio, U.S.A., for LETTERS PATENT for the exclusive use within the Colony of Hongkong, of an Invention for "Improvements in and relating to Machines for filling Boxes with Matches."

NOTICE IS HEREBY GIVEN that the Petition, Specification and Declaration required by the above-cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said CHARLES HENRY PALMER, JOHN WILLIAM DENMEAD, and JOSEPH ALVIRTUS BAUGHMAN, by WILLIAM ELZIE HUNT, their duly authorized Agent and Attorney in fact, to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above-named Invention.

AND NOTICE IS ALSO HEREBY GIVEN that a Sitting of the Executive Council, before whom the matter of the said Petition will come for decision, will be held in the COUNCIL CHAMBER, at the Government Offices, Victoria, Hongkong, on MONDAY, the 14th September (proximo), at 10.00 a.m.

Dated the 21st day of August, 1896.

W. E. HUNT.
Agent and Attorney in fact for CHARLES HENRY PALMER, JOHN WILLIAM DENMEAD, *and* JOSEPH ALVIRTUS BAUGHMAN,
1735 "Glenealy," Hongkong.

GENERAL DRAPERY.

WANTED—A Reliable ASSISTANT as GENERAL SALESMAN in a Retail Drapery Store. Apply by Letter—stating Experience, &c., &c., to
W. POWELL & Co.,
Hongkong.
Hongkong, August 27, 1896. 1731

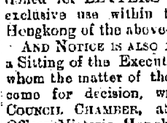
TO LET.

DWELLING HOUSES—
Nos. 2 and 5, RIPON TERRACE.
No. 2, MAGDALEN TERRACE—MAGAZINE GAP.
'TULLABEG' (Bungalow)—MAGAZINE GAP.
GODOWNS in BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, August 27, 1896. 233

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.



The Co.'s Steamship *Haitan*, Captain J. S. ROACH, will be despatched for the above Ports on SUNDAY, the 30th Inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, August 27, 1896. 1732

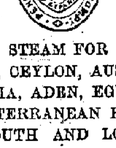
Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Australian Ports.....	Taiyuan (s).....	Butterfield & Swire...	Aug. 31, at 3 p.m.
Baltimore.....	Isaac Reed.....	Arnhold, Karberg & Co.	Quick despatch.
Baltimore.....	Helen Brewer.....	Siemssen & Co.....	Quick despatch.
Bremen & Ports of Call	Bayern (s).....	Norddeutscher Lloyd.	Sept. 15, at 9 a.m.
Havre, H'bg & London	Flintshire (s).....	Dodwell, Carlill & Co.	About Sept. 18.
Japan.....	Ancona (s).....	P. & O. S. N. Co.....	August 28, at noon.
London, v. Suez Cann	Glenesk (s).....	Jardine, Matheson & Co	Aug. 20, at 4 p.m.
London, v. Suez Canal	Diomed (s).....	Butterfield & Swire...	September 1.
London, v. Suez Cana	Glenfruin (s).....	Jardine, Matheson & Co	September 10.
London, v. Suez Canal	Tantalus (s).....	Butterfield & Swire...	September 10.
London & Ports of Call	Rosetta (s).....	P. & O. S. N. Co.....	Sept. 10, at noon.
London.....	Formosa (s).....	P. & O. S. N. Co.....	About Sept. 2.
London.....	Shanghai (s).....	P. & O. S. N. Co.....	About Sept. 16.
Manila.....	Esmeralda (s).....	Shewan, Tomes & Co.	Aug. 28, at 5 p.m.
Marseilles, v. Saigon	Yarra (s).....	Messageries Maritimes	Sept. 2, at noon.
M'lles, Havre & H'burg	Ellen Rickmers (s).....	Arnhold, Karberg & Co.	August 31.
New York.....	Manuel Flagun.....	Siemssen & Co.....	Quick despatch.
New York.....	Charles E. Moody.....	Arnhold, Karberg & Co.	Quick despatch.
New York.....	Paul Revere.....	Carlowitz & Co.....	Quick despatch.
New York.....	Josephus.....	Siemssen & Co.....	Quick despatch.
S. Francisco, v. Japan	China (s).....	Pacific Mail S. S. Co.	Sept. 3, at noon.
S. Francisco, v. Japan	Belgic (s).....	O. & O. S. S. Co.....	Sept. 12, at noon.
Shanghai.....	Kansu (s).....	Butterfield & Swire...	Aug. 28, at 3 p.m.
Shanghai.....	Rohilla (s).....	P. & O. S. N. Co.....	About Sept. 6.
S'pore, Col'bo & B'bay	Knight of St. John (s)	Nippon Yusen Kaisha.	Aug. 31, at noon.
S'pore, P'nang & B'bay	Letimbro (s).....	Carlowitz & Co.....	Sept. 2, at noon.
S'tow, Amoy & F'chow	Haitan (s).....	Douglas Lapraik & Co.	Aug. 30, daylight.
Swatow, Amoy & T'sui	Haimun (s).....	Douglas Lapraik & Co.	August 28, at noon.
Vancouver (B.C.), &c.	Empress of India (s)...	Canadian P'fic R. Co.	Sept. 2, at noon.

To-day's Advertisements.

BELILIOS PUBLIC SCHOOL.

THIS SCHOOL will RE-COMMENCE on TUESDAY, 1st September.
Hongkong, August 27, 1896. 1733



STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROSETTA*, Captain F. N. TILLARD, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 10th September, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the Steamship *SHANNON*, leaving that port on the 3rd OCTOBER, for LONDON Direct).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 27, 1896. 1736

SHIPPING.

ARRIVALS.

August 26:—

Feiching, British s'r., 979, J. Warren, Shanghai Aug. 23, General.—C. M. S. N. Co.

August 27:—

Kwangtee, British str., from Canton.
Kashing, British str., from Canton.
Taisang, British str., from Canton.
Haitan, British str., 1,182, J. S. Roach, Foochow August 23, Amoy 25, and Swatow 26, General.—DOUGLAS STEAMSHIP Co.
Benvoirlich, British steamer, 2,164, John H. Clark, Singapore August 21, General.—GIBB, LIVINGSTON & Co.
Strathallan, British str., 1,488, Mackenbrey, Hongay August 24, Dust Coal.—JARDINE, MATHESON & Co.
Memnon, British steamer, 825, Russo, Sandakan Aug. 22, Logs and General.—BUTTERFIELD & SWIRE.

DEPARTURES.

August 27:—

Aparrade, for Saigon.
Mathilde, for Hoihow.
Glaucus, for Amoy.
Hiroshima Maru, for Kobe.
Ravenna, for Europe, &c.
Feiching, for Canton.
Chow Tai, for Swatow.
Adour, for Saigon.
Nanyang, for Shanghai.
Kashing, for Shanghai.

CLEARED.

Scottish Isles, for Port Blakeley (P.S.)
Vorwaerts, for Singapore.
Brand, for Newcastle, N.S.W.

PASSENGERS.

ARRIVED.

Per *Haitan*, from Foochow, &c., 106 Chinese.
Per *Feiching*, from Shanghai, 7 Chinese.
Per *Memnon*, from Sandakan, Mr Rivio and 37 Chinese.

DEPARTED.

Per *Ravenna*, from Hongkong: for Singapore, Mr and Mrs D. Muir and child; for Bombay, Messrs A. Currim Mahomed and T. Tiddick; for Gibraltar, Mrs M. M. Crespo and 2 children; for Brindisi, Mr R. C. Hope; for London, Mrs J. Lewis, Miss J. N. Lewis, Messrs A. Nelson and J. Hand. From Shanghai: for Singapore, Mr G. Meanuilley; for London, Mr Peter McCann. From Yokohama: for Colombo, Mr Conley. From Nagasaki: for London, Captain A. B. Knudsen, Messrs Toraldsen, Larsen, Tooberg, Hansen, Berntsen and Christoferson. From Kobe: for Singapore, Rev. and Miss W. Clark.
Per *Kashing* for Shanghai, 10 Chinese.

SHIPPING REPORTS.

The British steamer *Feiching* report: Had fine weather throughout the passage; a light Easterly swell and occasional rain squalls.

The British steamer *Haitan* reports: From Foochow to Amoy, moderate N.E. winds and fine weather. From Amoy to Swatow, light and variable winds and calms to Lammocks; thence to port, light N. winds. From Swatow to Hongkong, light variable winds and fine weather. Steamers in Foochow: *Yiksang* and *Glenesk*. Steamers in Amoy: *Falkenburg*, *Chintung*, *Cheang Hye Teng*, *Hoihow*, *Sabine Rickmers*, *Ten* and *Victoria*. Steamers in Swatow: *Formosa*, *Chowfa*, *Kiangpak* and *Utrecht*.

The British steamer *Benvoirlich* reports: Weather generally fine, a few showers of rain.

The British steamer *Strathallan* reports: Weather fine and clear throughout, moderate breeze and sea E. and N.E., with passing showers of rain.

The British steamer *Memnon* reports: Fine weather throughout, a low glass off Manila, sea smooth.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—
Per *Kansu*, at 2.30 p.m., on Friday, the 28th August.
Per *Kwangtee*, 3.30 p.m., on Friday, the 28th August.

For SWATOW, AMOY & TAMSUI.—
Per *Haimun*, at 11.30 a.m., on Friday, the 28th August.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Ancona*, at 11.30 a.m., on Friday, the 28th August.

For SWATOW & SHANGHAI.—
Per *Taisang*, at 3.30 p.m., on Friday, the 28th August.

For MANILA.—
Per *Esmeralda*, at 4.30 p.m., on Friday, the 28th August.

For SWATOW, AMOY & FOOCHOW.—
Per *Haitan*, at 5 p.m., on Saturday, the 29th August.

For SINGAPORE.—
Per *Glenesk*, at 3.30 p.m., on Saturday, the 29th August.
Per *Glenfruin*, at 3.30 p.m., on Thursday, the 10th September.

For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—
Per *Taiyuan*, Registration at 2.00 p.m., Letters at 2.30 p.m., on Monday, the 31st August.

For SINGAPORE PENANG & BOMBAY
Per *Letimbro*, at 11.30 a.m., on Wednesday, the 2nd September.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Yarra* will be despatched on WEDNESDAY, the 2nd September, with Mails for the United Kingdom, Europe, and places beyond, *viâ Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *China* will be despatched on WEDNESDAY, the 2nd September, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
4 P.M. Registry ceases.
5.00 P.M. Post Office closes, but Correspondence may be posted on board the Packet, *with Late Fee of 10 cents extra Postage* until the time of departure.

Quotations.

HONGKONG, August 27, 1896.

OPIUM—New Patna, cash,...		712½
,, Old ,, cash,...		717½
,, New Benares, cash,		732½
,, Old ,, cash,		—
,, New Malwa, credit,		730
,, Allowance, Taels,...		16/64
,, Old Malwa, credit,		740/60
,, Allowance, Taels,...		16/32
,, Persian, Oily, cash,.		—
,, Allowance, Taels,...		—
,, Persian, Paper tied		64°/650
,, Allowance, Taels,...		32/50

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.71	29.79	29.70
Temperature	82	84	84
Humidity ...	75	73	79
Direction of Wind ...	ESE	—	E
Force	1	0	3
Weather	c	c	b
Rain	—	0.09	—

Highest open air temperature on the 26th..... 88
Lowest open air temperature on the 26th..... 76

F. G. FIGG, *First Assistant*,
Hongkong Observatory, August 27, 1896.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, August 27, 1896.

BAROMETER—	0 A.M.... ...	29.77
Do.	1 P.M.... ...	29.74
Do.	4 P.M.... ...	29.67
THERMOMETER—	8 A.M.... ...	84
Do.	1 P.M.... ...	87
Do.	4 P.M.... ...	85
Do.	(Wet bulb) 0 A.M.	79
Do.	Do. 1 P.M.	80
Do.	Do. 4 P.M.	80
Do. Maximum	...	87
Do. Minimum overnight		23

MEMOS. FOR TO-MORROW.

Shipping.

Noon:—*Haimun* leaves for Swatow, &c.
Noon.—*Ancona* leaves for Japan.
3 p.m.—*Kansu* leaves for Shanghai.
6 p.m.—*Esmeralda* leaves for Manila.

Miscellaneous.

Goods per *Kaiser-i-Hind* undelivered after this date subject to rent.

Exchange.

HONGKONG, August 27, 1896.

On London—	
Bank, Wire, ...	2/1⅛
,, On demand, ...	2/1⅛
,, 30 days' sight, ...	2/1 11/16
,, 4 months' sight, ...	2/1⅝
Credits, 4 ,, ,, ...	2/2
Documentary, 4 months' sights, ...	2/2⅛
On Paris—	
On demand, ...	2.70
Credits, 4 months' sight, ...	2.74
On Berlin—Demand,...	2.17
On New York—	
On demand, ...	52
Credits, 60 days' sight,... ...	53⅛
On Bombay—	
Wire, ...	182½
On demand, ...	182½
On Calcutta—	
Wire, ...	182½
On demand, ...	182½
On Shanghai—	
On demand, ...	72½
30 days' sight, (private paper)	... 73⅛
Gold Leaf, 100 fine, (per tael)...	$47.60
Sovereigns, (Bank's buying rate)	$ 9.18
Silver (per oz.)	30¾d.

Hongkong Tides.

The Tide table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

28th August to 3rd September.

Day of Week	Day of Month	High Waters. Hongkong Mean Time.	High Waters. Height.	Low Waters. Hongkong Mean Time.	Low Waters. Height.
		h m	ft. in.	h m	ft. in.
Fri.	28	m 11 13	3 2	m 5 23	0 7
		11 27 a	3 0	5 24 a	0 8
Sat.	29	m 11 40	2 8	m 6 0	0 9
		11 48 a	3 11	5 35 a	1 0
Sun.	30	0 18 a	2 0	m 7 12	0 11
				5 20 a	1 3
Mon.	31	m 0 21	4 1	m 9 5	0 11
		1 53 a	1 5	4 48 a	1 5
Tues.	1	m 1 10	4 2	m 11 0	0 7
		No inferior	high-	not low-	water.
Wed.	2	m 2 14	4 3	0 9 a	0 0
		No inferior	high-	nor low-	water.
Thur.	3	m 3 40	4 6	0 43 a	0 5
		No inferior	high-	nor low-	water.

A. S. WATSON & Co., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

Aerated Waters.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
THE HONGKONG DISPENSARY.
Hongkong, July 6, 1896. 1657

BIRTH.

On August 26, at 6, Upper Mosque Terrace, the Wife of J. S. ROACH, of a Daughter.

The publication of this issue commenced at 6.15 p.m.

The China Mail.

HONGKONG, THURSDAY, AUGUST 27, 1896.

ABOUT a month ago, in opening a Technical Institute and Art School at Epsom, Lord Rosebery called attention to the industrial competition of Germany and the serious menace that competition constituted to the supremacy of Great Britain. The subject is not a new one. Rather more than a year ago, we drew attention to the effects of foreign competition on the China market; the leading journals in the principal manufacturing centres in England have discussed the subject in its broader aspects; the present tendency to coquette with protection shows that British statesmen recognise the competition and would fain seek to remedy matters by a modification of the principles of free trade which are believed to have laid the foundations of our commercial supremacy; Mr Chamberlain, soon after his advent at the Colonial Office, called for reports from the various British Colonies as to what British goods were being displaced by foreign goods and what were the causes of the displacement. In Hongkong, the report was drawn up by a Committee, after a laborious enquiry and the examination of numerous expert witnesses. The consideration of the subject has received a mighty impetus by the publication of a small book entitled 'Made in Germany,' from the pen of Mr E. E. Williams. The principal articles were printed originally in the *New Review*, but have been added to and put into book form. Anyone desirous of studying the question—and it is one of vital importance to the whole Empire—will find Mr Williams's book a valuable aid; an excellent summary of the book will also be found in the *Review of Reviews* for July. Mr Stead is inclined to regard Mr Williams's production as 'the book of the month.' With the book itself, and its summary, within the reach of all, it is not necessary here to do more than call attention to one or two of the points which prove the decline of British trade over a period in which German trade has made a striking increase.

Until recent years it was the custom in Great Britain to set down the success of foreign competitors to longer hours worked in their factories, lower wages paid to their operatives, and less disposition on the part of the working classes to destroy the commercial and industrial equilibrium by strikes and other far-reaching trade combinations. Enquiries, carried out by working men themselves, have had the effect of destroying these early misconceptions. In Germany, which is our most serious competitor, facts disprove them. In some instances, wages are actually higher, and yet the British manufacturer seeks a higher price for his goods than the German. Doubtless, in some cases, the rate of wages is lower and the working day is longer on the Continent, but taking an average the difference is not sufficient to account, alone, for the rapid advance of German manufactures in the markets of the world. That there is an increase on one side and an enormous decline on the other is matter beyond dispute. In 1872, the proportion per head of exported British produce was £8 1s., whilst in 1894 it had dropped to £5. 11s. 3d. This cannot be accounted for altogether by the fall in prices, although the fall has been enormous in some classes of goods. At any rate, even if the decrease were partially due to a fall in prices, we have the fact staring us in the face that German manufactures have increased enormously. In 1883, the value of German manufactured goods imported into Britain was £16,630,000; in 1883, the value had gone up to £21,630,000, an increase of 30 per cent. in ten years. This increase is all the more alarming when consideration is had to the fact that the whole imports into Great Britain between 1883 and 1893 declined £22,000,000 gross. It is unfortunate that the period compared is not the same, but anyone having a knowledge of buying and selling must know fairly well that the presence of the German imported article is on the increase. The foregoing figures apply to the home country. Taking a few examples from abroad the success of German competition is quite as alarming. In 1882 Britain exported 8,500,000 tons of pig iron, in 1894 this had declined to 7,365,000; Germany, on the other hand, exported 2,147,000 tons of the same commodity in 1878, whilst in 1895 (and the increase has been greater since then) she exported no less than 6,788,000. British iron exports to Germany have been steadily decreasing side by side with a large increase of German iron imports. In the British Colonies, the falling off in British iron exports alongside of the German increase was such as to justify Mr Chamberlain's enquiries. In cotton piece goods, Lancashire is supposed to be unrivalled, and if we are guided merely by the gigantic output from the factories we cannot help being amazed at the world's consumption. But we find that whereas Germany sent cotton goods to England in 1891 to the value of £235,000, in 1894 the figures had gone up to £462,000. This is not what we expect from a country having unrivalled factories. Other figures are even more discouraging to piece-goods dealers. In 1881, England exported cotton piece-goods (white and plain) to the value of £87,159,000; in 1895 her total was only £27,355,000. As far back as 1872 her export of cotton piece goods, printed, bleached or dyed, reached £23,360,000; last year it was only £19,424,000. She sent away £921,013 worth of stockings and socks in 1882, and only £219,681 worth in 1895. In chemicals of every description, including dyes, the Germans have simply swamped the British manufacturers; in glass, cement, porcelains, paper, musical instruments, and in almost all the minor departments of trade, it is the same story.

The opinion is gaining ground at Home that Britain, if she is to maintain her supremacy, must pay more attention to technical training. But whilst we are obliged to admit that the Germans are a long way ahead of us in this respect, it appears to us that there must be a radical reformation in the whole of the manufacturing system before we can hope to hold our own. From Hongkong the report has gone that there is an apparent lack of adaptability on the part of British manufacturers to meet the tastes of the native consumers. The merchants in Hongkong are constantly making recommendations to the Home manufacturers not only regarding the manufactures themselves but about the manner in which the goods should be made up. No notice is taken of these recommendations. If the manufacturer is told that the Germans have put a cheaper article on the market and that it suits the native palate and that the superior British article cannot be sold except in very small quantities, the manufacturer has not shown that adaptability to meet the changed conditions which alone can ensure for him his hold on the market. 'His machinery would have to be changed,' he says. Well, what if it has? Is it not better to change his machinery, and manufacture the widths required by the consumer, than to allow his present machinery to stand idle whilst the German places his goods and secures control of the market? It is only human nature after all to go to the merchant who can meet the wants of the consumer. If attention is paid to small things, the greater things will follow. This, of course, is a platitude, and the British manufacturer—and some merchants too—are above platitudes and little things. Well, what is the price of their aloofness? Loss of market, loss of prestige. Unfortunately, the Hongkong Chamber of Commerce, which is a cosmopolitan body with cosmopolitan interests, prevents the accumulation of trade statistics in Hongkong, otherwise the British merchants and British authorities would have more reliable data to go upon; but there can be no doubt that there is a steady increase in the consumption of German goods in South China. As it is in China so it is in every other part of the world. The British Consul at Zanzibar, in an interesting report, states that 'British rigidity' is rapidly placing that African market in the hands of Americans and Germans, and we are informed that his report is merely one of a series that, *for years*, has poured into the Foreign Office from all parts of the world. Mr Harding's report only serves to prove what we have said over and over again about the unwillingness of the British manufacturer to attend personally to his own interests by studying 'the wants, caprices and prejudices of the natives.' The others do; and the result is that the African customer takes their wares and leaves ours. We persist in giving what is to the Negro or the Arab superfine, when the article really in request is something second-rate; and conversely, we send them cloths that are heavy with starch when they are on the look out for a fabric that will wear. In such trifles as packing, we refuse to defer to their tastes. We send soap in bars, when all Zanzibaris who wash at all insist on having it in cakes. It is the same with metals and woollen-cloths, and many other articles, in China. We refuse to defer to the wishes of the consumers; and although there are other influences in operation to favour the Continental over the British manufacturer, it has to be confessed that the manufacturers have themselves to blame for losing their grip on the Far Eastern markets. Commercial Missions may come and go, but unless the Home manufacturers accept the advice of intelligent merchants on the spot, they can scarcely hope to regain their old supremacy and are sure to come dangerously near losing their trade altogether. They will need to go to school again, and learn from Germany.

THE typhoon, which was signalled on the 8th August, but which receded into a strong gale on the 9th at Hongkong, passed over Haiphong on the 10th causing considerable damage. Over two hundred trees were uprooted. The roof of the slaughter house, thirty-five metres long, was blown off, and the dock wall and roadway were seriously damaged. A matshed containing dangerous goods was levelled to the ground. The patients in the hospital had an exciting time, the hospital being partly destroyed. They were removed afterwards to a place of safety. A number of junks and sampans were sunk, and several steam-launches went ashore in the canal and on the river. At night time the city was in total darkness, as the Electric Light Co. did not switch on the current. In the harbour, numerous junks were sunk and numbers of Chinese and Annamites were drowned. About three hundred matsheds were destroyed in the suburbs of the city. At Doson the top of a newly-built house belonging to the Société Forestière, was completely carried away. The M.M. steamer *Marache*, on a voyage from Saigon to Haiphong, ran into the dangerous semi-circle of the typhoon, but escaped without any serious damage. Torrents of rain fell at Doson, and it says much for the stability of the structures in that city, considering that the wind blew with terrific force on the night of the 9th, that only one house was unroofed. People driving from Haiphong to Doson had a rather exciting journey. At Hanoi the typhoon was also felt very severely, and the whole of the towns in Tonkin have sustained damage, more or less.

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LOCAL AND GENERAL.

PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD BOUND:—*Mogul*, *Wennington Hall*, 31st July; *Queen Olga*, *Idzumi Maru*, *Dorothea Rickmers*, 4th Aug.; *Glenshiel*, *Java*, 7th Aug.; *Menelaus*, 11th Aug.; *Caledonien*, *Malacca*, *Palomed*, *Mogune*, *Ettrickdale*, *Oak Branch*, *Rentley*, 14th Aug.; *Ceylon*, 21st Aug.; *Oanfa*, 24th Aug.

HOMEWARD BOUND:—*Dordogne*, 28th July; *Japan*, 31st July; *Breconshire*, 4th Aug.; *Aden*, 11th Aug.; *Agamemnon*, *Hankow*, 14th Aug.; *Bentleavers*, *Carmarthenshire*, *Glenogle*, *Preussen*, *Kagoshima Maru*, 18th Aug.; *Achilles*, *Melbourne*, *Thekla*, 21st Aug.

Mails.

The M. M. s. s. *Natal*, with the FRENCH MAIL of 31st July, left Singapore on Tuesday, the 25th August, at 4 p.m., and may be expected here on or about Tuesday, the 1st Sept: This Packet brings replies to letters despatched from Hongkong on 24th June.

The N. P. s.s. *Tacoma* arrived at Yokohama on the 18th August.

The s. s. *Mount Lebanon* left Victoria, B.C., on July 30 for Yokohama, via Honolulu.

The O. & O. s. s. *Belgic*, with mails, &c., left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on the 8th August.

The *Victoria* sailed from Tacoma to Hongkong on Aug. 15.

The P. M. s. s. *Peru*, with mails, &c., left San Francisco for this port, via Yokohama and Nagasaki, on Aug. 17.

The *Empress of Japan* left Vancouver for Hongkong on Aug. 25.

Steamers Expected.

The s.s. *Suisang*, from Calcutta and Straits, left Singapore for this port on Aug. 24, at 5 p.m.

The P. & O. s. s. *Hydaspes* left Bombay for this port on Aug. 22.

The China Mutual Company's steamer *Feeman*, from Glasgow and Liverpool, passed the Canal on the 10th Aug., and may be considered due at Singapore on or about the 25th Aug.

The China Mutual s. s. *Oanfa*, from Glasgow and Liverpool, passed the Canal on Aug. 24, and may be considered due at Singapore on or about Sept. 10.

Latest Advices.

The E. D. R. s. s. *Irene*, from Hamburg, left Singapore for this port on Aug. 25, and may be expected here on or about 1st Sept.

The P. & O. Co.'s str. *Aden*, from China, arrived at London on the evening of the 25th August.

THE subscription lists to the '*Ibis* Relief Fund' will close on the 31st inst. (Monday next)

THE letter from 'One of the Fold' received by us to-day, is altogether unsuitable for our columns.

THE action against the Sanitary Board which was fixed for hearing at the Supreme Court to-day has been postponed till next week.

AT the Magistracy to-day, before Commander Hastings, a charge against Mr J. S. Watts, Brick Works, Deep Water Bay, for injuring two cows by gunshot wounds on the 3rd August, was remanded.

THE average maximum temperature at Tientsin for the first ten days of August was 91 degrees; the maximum, 95 on the 7th and 8th. The average maximum in 1895 was 82·4.

VESSELS AT THE DOCKS:—At *Kowloon*—Piccola, Honam, Kiang Tung, Pasig, Orient.

Cosmopolitan—Loosok, John Baizley.

Aberdeen—(none).

IT is understood, says a Mauritius journal, that Admiral Drummond, who was expected at Port Louis shortly, would, during his stay in the Colony, attend to the question of a naval dock which the Admiralty wishes to have constructed there.

WE understand that the Hongkong C. C. has received an invitation from the Shanghai C.C. to renew the interport matches, and that an attempt is being made to get together an Eleven to represent Hongkong at Shanghai this autumn.

P. C. Hoggarth captured a ricksha last night in which a Chinaman was sitting with a box containing the body of a child beside him. At the Magistracy to-day the case was remanded to allow the body to be examined, as the child is thought to have died from plague.

THE 5th Fusiliers are now likely to leave Singapore rather earlier than was at first anticipated, says the *Singapore Free Press*. It is stated on the authority of a telegram that the trooper is expected to arrive in England from Singapore with the regiment on the 10th December. This would necessitate the vessel leaving here at or about the beginning of November.—If this information is correct, then the relief of the Life Brigade ought to arrive in Hongkong about the middle of October.

YESTERDAY morning a pitched battle took place between the crews of seven unlicensed fishing boats and two licensed fishing boats at Tai Wan How bay, between Green Island and Aberdeen, in consequence of the unlicensed boats having been found on the fishing ground of the licensed boats. The crews of the licensed boats were badly bruised. It was not until five o'clock in the afternoon that the two licensed boats returned to West Point. Four of the men were removed to the Civil Hospital suffering from very bad but not dangerous wounds. The unlicensed boats sailed off towards the mainland.

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IN their weekly share report, dated 26th August, Messrs. Chater and Vernon write:—'The market during the week under review has continued fairly active, and although no important transactions have taken place stocks have been pretty generally dealt in at steadily ruling rates. At time of closing a slight, or an inclination to, weakness is apparent.' They state that in addition to the *Gaelic*, four Japanese steamers are coming to Hongkong for repairs.

IN the typhoon at Kobe on the 18th August, the bathing stage of the Kobe Recreation Club shared a like fate to that of the Hongkong Club last month. Several steamers, notably the Shell liner *Elsie*, had a very anxious time, and a large launch, the *Kobe Maru*, belonging to Messrs Jack Young and Co., the well-known stevedores, was lost. She was making an effort to save several cargo boats when a rope fouled her propeller. Her crew were saved. The damage done in the surrounding country was considerable.

A FEW days ago, one of our correspondents—we believe it was 'Spectator'—wrote as follows:—'Reuter certainly deserves credit for his attempt to keep the Far Eastern communities posted in the triumphal progress of the Australian cricketers.' Quoting these remarks, the *Singapore Free Press* comments:—'As a matter of fact Reuter's Bombay agent was permitted to peruse certain criticisms passed by us on his negligence over the first test match. Hence this unwonted "rise to the occasion" that we have lately seen.' We are sure all the Far Eastern communities are indebted to the *Free Press*. Could it not 'work the oracle' once again to get us longer telegrams of current news!

THE *P. and T. Times*, advocating the opening up of the West River and South-West China to foreign trade, maintains in conclusion that 'China should be made to understand that it is for her own benefit that commercial roads from the vast oceans should, as far as possible, be through her own inland streams and not by the watercourses of foreign powers. She should learn to know that she must develop her own resources and not allow her officials in their traditional ignorance to paralyze them to the advantage of foreign competitors.' This is what we are all agreed upon. But how is China to be made to understand anything? That is the rub.

A CORRESPONDENT signing himself 'Eastward Ho' writes to the *Pall Mall Gazette* advocating a naval dock for Singapore. He opens his letter as follows:—'It will be remembered that Mr Goschen's last Budget included upwards of £300,000 for extension of naval docks, &c., at Hongkong; this has been followed by occasional telegrams from the local Governor to Mr Chamberlain reporting weekly mortality at that port caused by recrudescence of bubonic plague there. Meanwhile the public are in ignorance whether the proposed works are being proceeded with, or remain in abeyance under these circumstances. The following, from the *China Express* of the 7th July, containing information with reference to the plague at Hongkong, will not be void of interest: [Here follows a somewhat sensational account of the alleged exodus of nine hundred skilled workmen from Kowloon Docks, and the alleged crippling of the works.] It is admitted that Hongkong should possess, without any unnecessary delay, docks suitable for our battleships, the existing docks not being sufficiently large. [Another fallacy repeated by the *Pall Mall*, in spite of numerous attempts to enlighten that leading London journal.] Meanwhile, there should be few, if any, obstacles to the immediate construction at Singapore of a large dock suitable for her Majesty's largest ships. Its salubrity is well known, and its central position is acknowledged. It is little more than 1,400 miles distant from Hongkong, or halfway to Calcutta, where there are no docks capable of admitting even large cruisers. It may not be generally known that Singapore was some years ago recommended for a naval station by Admiral Sir Harry Keppel, and that it was subsequently approved of by General Sir Andrew Clarke, R.E.; moreover, Singapore is already fortified as a naval coaling station, and it is believed that a large dock could be constructed there as economically as in any other part of the world, and assuredly long before a large naval dock could be completed at Hongkong, even under the most favourable circumstances.'—This, of course, is utter bosh. What, we wonder, is 'Eastward Ho's' special interest in Singapore?

NEW Stock of Pianos and Repairing Material.—W. Robinson & Co.

THE following is the latest cricket news from England:—Essex and Derbyshire played a drawn game; Yorkshire beat Somerset by an innings and 6 runs; Kent beat Surrey by 61 runs.

WE mentioned some time ago that the Foochow Arsenal is to be re-opened. We now learn that the Tartar General has been instructed to act as Imperial Commissioner of the Arsenal and that he actually assumed office as such on the 16th August.—*Shanghai Mercury*.

THE Peking correspondent of the *Mercury* writes:—We understand that the plans of ships from Barrow, as represented by Mr Southcott of Forbes and Co., have been presented to the Tsung-li Yamen and that a personal interview was accorded through the action of the British Minister.

A petroleum fever is said to be raging at Amsterdam, and companies to bore oil in Netherlands India have been started wholesale. The profits made by the Royal Company are held out as inducements by the promoters of these new ventures. The result has been brisk speculation in petroleum shares at that city.—*Singapore Free Press*.

TERRIBLE MURDER AT HUNGHAM.

A COWARDLY REVENGE.

At an early hour this morning, the Police at Hungham Station received very indefinite information of an attack by an armed gang on one of the fishing boats at Hungham West, and subsequent inquiries led to the discovery that an old woman had been murdered and a man so terribly injured that he is not expected to live. Between two and three o'clock this morning, a little boy reported at Hungham Station that a gang of five men, armed with swords, boarded an unlicensed fishing boat on which an old woman, named Cheung Fuk, a widow, sixty-six years of age, a man named Wong Kun Yau, a fisherman, and himself were asleep. The five men were rowed to the fishing boat in two boats by some other men; how many the boy is unable to definitely state. The ruffians seized the old woman and hacked her to death with their swords, and also seriously wounded the man. While the gang were engaged in their brutal work, the boy managed to escape. On the Police visiting the boat they found the woman dead and the man in an insensible condition. The murderers were not to be seen, however. The body of the woman was removed to the mortuary, and the man was taken to the Government Civil Hospital. The man is only thirty-five years of age. He was so dangerously ill this forenoon that it was deemed advisable to take his dying deposition. From information given by the boy who escaped, it appears that about a month ago a quarrel took place between five brothers and the man and woman in the boat. The boy states that the men who murdered the woman this morning are the parties with whom the quarrel took place. The men have got clear away, and have probably gone into the interior. The murdered woman was known as a fortune-teller.

THE SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon. The Hon. F. A. Cooper, Director of Public Works, presided. There were also present—Dr P. B. C. Ayres, Colonial Surgeon Capt. H. B. Lethbridge, Acting Captain Superintendent of Police; Dr F. W. Clark, Medical Officer of Health; Mr N. J. Ede; and Mr H. McCallum, Secretary.

THE PLAGUE AT MACAO.

There was laid on the table a translation by Dr Marques of a report on the epidemic of bubonic plague in Macao in 1895 by Dr J. Gomez da Silva, Principal Medical Officer of the Province of Macao and Timor. The report is a long one, and we make the following summary of the important points. In the opening part of the report, Dr da Silva refers to the epidemic in Hongkong and Canton in 1894, and quotes extensively from reports by the Portuguese Consul at Canton. Precautions were taken in Macao to prevent overcrowding, to prevent the use of wells likely to be contaminated by infection, to flush the drains frequently with sea water and chlorinated water pumped by steam engines, and to supply potable fresh water to the community. Medical inspection was instituted in regard to Chinese coming from Canton and Hongkong, the Chinese hospital was daily visited by a member of the Sanitary Board, without interfering with the medical treatment of the patients; the public latrines were occasionally inspected and a few closed in the interests of hygiene. All this work was accomplished quietly without resorting to the issue of proclamations which might have alarmed the Colony unnecessarily. Dr da Silva discussed the filthy conditions of most of the cities in South China as favourable to the propagation of bacteria and the spread of infection. The fact not easily explained but undeniable of Macao having escaped the plague epidemic of 1894 did not induce the authorities of the Portuguese Colony to fold their arms and trust to good luck. They were of opinion, and the head of the Government was convinced, that Sanitary measures at Macao were urgent and could not be postponed. The Sanitary Board had repeatedly called the attention of the Authorities to a great many points. The Volong district of the city (the Taipingshan of Macao) consisted principally of filthy huts of wood or bricks, built on low-lying ground, below the level of the main drains, so that the sewage of the district could not be carried away. The drains were simply open channels of the same style as in Canton. They were always full of pitch-black liquid, contaminated and putrid, and were the delight of the inhabitants of the district. Dr da Silva recommended to the Government that this district should be demolished in the shortest possible period of time compatible with the resources of the Colony. This was done. In addition to the demolishing of that district the bones in the old cemetery were exhumed and transferred to a place outside Macao, the ground filled up, and the streets and squares of a future suburb delineated. All this was done without friction or difficulty and without entailing any sacrifice from the provincial treasury—a matter of great importance to the Colony. In 1895, however, in spite of the precautions taken by the Sanitary Department, the plague invaded Macao in epidemic form. The winter of 1894-95, according to the vital statistics, had been one of the most deadly recorded in the history of the Colony. During the months of November, December and January the mortality continued to increase, and was considerably in excess of the corresponding months of the previous year. In February the death-rate was slightly above the highest average normal, and in the following month of March the death-rate was four times the normal average. Up till then the Authorities of the Colony had paid little attention to the mortality statistics of the Chinese population. Legal toleration of the uses and habits of the natives had also been allowed. Dr Silva wisely allowed them full liberty to be treated by their own quack doctors, but they were not permitted to bury their dead bodies without showing first a death certificate which would furnish the necessary elements for statistics, besides supplying reliable information as to the sanitary condition of the colony and as to the prevailing diseases in the Colony. The only condition imposed on the Chinese was that burials should take place, as is the case now, outside the barrier in Chinese territory. The little importance attached by the Local Authorities and the Sanitary Board to this subject is easily explained by the salubrious climate of Macao, where the prevailing epidemic and endemic diseases produce very little ravages. This was observed during the cholera epidemics in 1850, 1858, 1862 and 1864, in the epidemic of dengue (influenza?) in 1872 and 1874, and as it has always been noticed in Macao during the recrudescent period of the endemic smallpox or the endemic gastro-entritis. Macao had never been visited in the strict sense of the word with an epidemic which would attract the attention of the authorities and which would put the authorities to inconvenience from not knowing the number of deaths amongst the Chinese. It was in consequence of the plague having actually reached Macao that the Governor, availing himself of the exceptional circumstances which the Colony presented, succeeded in overcoming the absurd prejudices and the horror which the Chinese have of innovations and established mortality statistics on the present basis, which if they are not what they should be, are undoubtedly a great improvement on the old method. It was difficult without any positive datum to arrive at the cause of the increase in the mortality of the Chinese population of Macao, or to arrive at a sound opinion about the nature of the epidemic which had been running from the month of November, 1894, to January, 1895—that is to say, mid-winter—and which after a remarkable remission during the month of February, again reached its maximum in the month of March. There was, however, one way by which probably the cause of it might be ascertained. In the first quarter of 1891 the increase in the mortality which was noted in the Chinese population was also observed during the winter and spring of that year among the other inhabitants of the Colony by the verification of the causes of death of the persons that were buried in the Roman Catholic Cemetery. Dr da Silva concludes that influenza was the prevailing disease, and this he says was no countable for the mortality from November, 1894, to March 1895. Accepting this as a premise and admitting the fact proved by the statistics of the Chinese cemetery, that in the corresponding epoch of the year there was an epidemic among the non-Catholic Chinese, which was so deadly as to raise the number of burials to 1251, if they noted that this number was quite double the average mortality in normal periods, and if they observed that the increased mortality in the Roman Catholic community was double that of the normal period, what reasons had they, in view of all these facts, to suppose that the epidemic which devastated the non-Catholic population of Macao was of a different nature from that which had thinned the Roman Catholic population of the city. If they added to all this the information gathered in the private practice of the physicians in Macao during the epidemic, and if they might rely on the returns furnished by the Chinese hospital with reference to the subject, they should arrive at the following conclusions:—(1) That from November, 1894, to March, 1895, there was in Macao an epidemic of influenza, (2) the epidemic was analogous in its effects to that which prevailed in the first quarter of 1891, (3) its period of exacerbation occurred in December, it declined in January, there was a remission in the month of February, afterwards it increased again, and reached the highest point, when it began to diminish and disappeared altogether in March.

[This is all very interesting, but what about "the plague in Macao?"—ED., C. M.]

In forwarding his report to the Governor, Dr da Silva says:—The only value of this report in my opinion lies in the statistics which constitute the more important part of it. They were based on the work I found already done, and on the little I have added after my return to this Colony. I can therefore claim very little credit for the merit of this compilation which only the necessity of complying with the regulations has induced me to call a report and to subscribe my name as its author. The technical chapter regarding the clinical forms of the bubonic plague are of very little value, especially when compared with the works which were published after last year's epidemic in Hongkong. Notwithstanding that, I am of opinion that this chapter should be written not only as a clinical and practical resumé which might be of some help to medical officers recently arrived in this country, but also as a corroboration of previous works in certain points which were confirmed by my short experience.

CHOLERA AT PENANG AND SINGAPORE.

From reports of the Colonial Secretary it appears that from the 15th to the 28th July there were at Penang thirteen cases of cholera, all fatal, which is equal to a case per day. A later communication dated 19th August states that the outbreak at Penang had practically ceased. A slight outbreak had again occurred at Singapore, and from the 8th to the 15th August 19 cases were reported, and 16 deaths had occurred.

MORTALITY STATISTICS.

For the week ended 15th August the death rate per thousand per annum was 17.8, the corresponding week last year being 23.3. The rate for the week ended 22nd August was 18.6, compared with 23.3 in the corresponding period last year.

ALLEGED COLLAPSE OF THE FREIGHT COMBINE.

The *Singapore Free Press* of the 19th August publishes the following, which, if true, will be good news to shippers who are not afraid of losing the Shipping Conference rebate:—

The 'freight combine' which was brought about a few weeks ago to enable shipowners not to make too big a loss over freights from the East has come to an end already. The Nippon Yusen Kaisha people don't see their way to adhere to the arrangement, and freights are now down from 10s. to 7s. 6d. again.

On the following day, our Singapore contemporary published the following:—

We are assured that we were in error in our paragraph of yesterday in stating that the Nippon Yusen Kaisha do not see their way to adhere to the recent attempt to advance freights. We have since been told that the Japanese Company have not so far joined the arrangement, and that they have not at present come to a decision in the matter.

It is a fact, however, that freights have now gone down from the rates agreed upon to 10s., and good authorities attribute this to the action, or inaction, of the Nippon Yusen Kaisha.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, August 25, 1896.

ZANZIBAR—DEATH OF THE SULTAN.

The Sultan of Zanzibar is dead. Said Kalid, who has proclaimed himself Sultan, has seized and barricaded the palace with seven hundred armed men at his disposal. Men from the British ships *Philomel*, *Thrush* and *Sparrow*, have been landed and await orders. Trouble is feared.

WEATHER NOTICE.

The following was issued by the Hongkong Observatory:—

On the 27th at 11.15 a. The barometer has fallen moderately in Japan, risen slightly elsewhere. The barometer is still low at Bolinao. Apparently pressure is deficient in an area, between N.E. and S.W. winds, extending from N. Annam to the Pacific. Forecast:—light or moderate N.E. and E. winds; generally fine but probably some light showers.

CHESS COLUMN.

CONDUCTED BY 'BLACK BISHOP.'

Communications should be addressed, 'CHESS,' CHINA MAIL OFFICE.

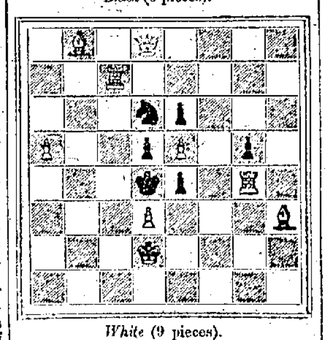
Original Problems should be accompanied by Solution and Analysis.

The Hongkong Chess Club meets every Thursday from four till eleven p.m. at Thomas's Grill Room.

Problem No. 6.

BY J. W. SCOTT.

Black (6 pieces).



White (9 pieces).

White to play and mate in two moves.

* * *

Solution to Problem No. 4, by Mrs W. J. Baird:—

	Then if
1. Q—K Kt 4	
1. Kt—R 6	2. P—Kt 3
1. Kt (Kt 8) elsewhere	2. Kt×Kt.
1. B moves	2. Kt×B
1. Kt—R 4	2. Kt—Kt 6
1. Kt×B	2. R—R 7
1. Kt (Kt 2) elsewhere	2. Kt×Kt
1. Q×B	2. Kt—Q 6
1. Q elsewhere	2. B×Q

Correct replies have been received from M. J. D., T. H. R., and A. E. Silva.

M. J. D. was mistaken in regard to problem No. 3, and writes to acknowledge his error. The problem is not cooked, and the solution I gave is the only one. He sends the following pretty position. White (7 pieces) K at Q R sq; Rs at Q. 3, K B 2; B at K Kt 8; Kt at K 5; pawns at Q Kt 2, K R 6.

Black (7 pieces) K at K sq.; Rs at Q B sq, Q Kt 3; B at Q Kt 8; Kt at K 2; pawns at K 5, Q Kt 6.

Either player to play, and mate in three moves.

I cannot publish this as a problem, because I have already laid down that forced moves are inartistic, but I shall give the solution next week, and hope to receive more contributions from my correspondent.

A. B. B. (Yokohama.)—Thanks for letter. Will write soon.

E. G. (Amoy.)—Will write about consultation game. Solution correct. Hope you will continue as a solver.

* * *

Hongkong, August 27.

The correct list of players at Nuremberg is to hand at last. Out of about fifty candidates the committee have selected Albin, Blackburne, Burn, Charousek, Janowski, Marco, Maroczy, Pillsbury, Schallopp, Schiffers, Schlechter, Showalter, Steinitz, Tarrasch, Teichmann, Tschigorin, Walbrodt, and Winawer to compete. The catalogue is not very satisfactory. Why are Gunsberg, Mason and Bird excluded? If the object of an international contest be to bring forth hidden talent, why confine it to veterans. The chance of new men distinguishing themselves is very small if the affair is to be limited almost entirely to men who have taken part in previous tournaments.

* * *

On Monday, July 13, Lady Nownes, who like her husband is a player of no mean order, distributed the prizes in the tournament of the Ladies' Chess Club. The honorary secretary of that institution contemplates arranging an international ladies' tournament in London for the coming winter. Mr Pillsbury was present at the prize distribution.

* * *

Steinitz has challenged Lasker, who won the chess championship of the world last year at St. Petersburg. The contest is definitely fixed to take place in Moscow, and to proceed at the rate of three sittings each week. Of course, if both masters are defeated in the International tournament, we may expect more challengers before the position can be definitely allotted to any man.

* * *

Meanwhile the following list of the present masters may be of interest. The *Times*, from which I take it, adds the date of birth wherever known.

Albin, Adolf	1848
Bardeleben, C. von	1861
Bird, H. E.	1830
Blackburne, J. H.	1842
Burn, Amos	1848
Charousek, M.	1856(?)
Englisch, Berthold	1851
Gunsberg, Isidor	1874
Janowski, D.	1868(?)
Lasker, Emanuel	1868
Marco, Georg	1863
Maroczy, Géza	1870
Mason, James	1849
Mieses, Jaques	1865
Pillsbury, H. N.	1872
Pollock, W. H. K.	1859
Porges, Moritz	1858
Schallopp, E.	1848
Schiffers, Emanuel	1850
Schlechter, Carl	1874
Showalter, J. W.	1860
Steinitz, Wilhelm	1834
Tarrasch, Dr S.	1862
Teichmann, R.	1868
Tschigorin, M. J.	1850
Tinsley, Samuel	1847
Vorgani, B.	1856(?)
Walbrodt, Carl	1871
Winawer, Simon	1838

* * *

This list includes all present at Hastings last year or at Nuremberg this year. Of these Charousek, Englisch, Maroczy, Porges, Schallop, Showalter and Winawer, were not at Hastings, and Bardeleben, Bird, Gunsberg, Mason, Mieses, Pollock, Tinsley and Vorgani are not at Nuremberg. It is rather curious that the oldest master is the most brilliant of players and the youngest the most careful, Bird and Schlechter.

* * *

The Championship of the Café de la Régence, where Philidor, Napoleon I. and Paul Morphy played, has been won by M. Janowski, the second and third prizes falling to Messrs Goetz and De Rivere. I give one of the decisive games.

Game No. 10.

QUEEN'S PAWN GAME.

White (D. Janowski.)	Black (A. Goetz.)
1. P—Q 4	P—Q 4
2. P—Q B 4	P—K 3
3. Kt—Q B 3	Kt—K B 3
4. B—K Kt 5	B—K 2
5. P—K 3	Q Kt—Q 2
6. Kt—K B 3	Castles
7. B—Q 3	P—Q Kt 3
8. Castles	B—Kt 2
9. P×P	P×P
10. Q—K 2	Kt—K 5
11. B—K B 4	Kt×Kt
12. P×Kt	Kt—K B 3
13. Kt—K 5	Kt—K 5
14. P—K B 3	Kt—Q 3
15. Q R—B sq	P—K B 3
16. Kt—Kt 4	Kt—B 2
17. Q—Q B 2	P—K R 4
18. Kt—B 2	P—K Kt 4
19. B—Kt 3	P—R 5
20. B—R 7 ch	K—R sq
21. Q—Kt 6	P×B
22. P×P	R—K Kt sq
23. Q—R 5	R—Kt 2
24. B—Kt 6 ch	K—Kt sq
25. Kt—Kt 4	R×B
26. Q×R ch	K—B sq
27. P—K B 4	Q—Q 2
28. Kt—R 6	Kt×Kt
29. Q×Kt ch	K—B 2
30. P×P	Q—K 3
31. P×P	B—Q 3
32. Q—Kt 7 ch	K—K sq
33. P—B 7 ch and wins.	

* * *

The prizes at Nuremberg include the winner's cup presented by Prince Luitpold of Bavaria; £15 for the most brilliant game, given by Baron A. de Rothschild, £10 from Baron von der Lasa for the best score against the prizewinners, and two prizes from Adolf Roegner of Leipsic—one a copy of the rare book on Chess by Gustavus, Duke of Brunswick, with the author's dedication and autograph, the other a valuable set of Dresden porcelain chessmen.

* * *

A brisk little skirmish recently played in Hongkong is worth reproducing as a warning to players who attempt a defence with which they are not familiar:—

Game No. 11.

PHILIDOR'S DEFENCE.

White (T.H.R.)	Black (T.C.)
1. P—K 4	P—K 4
2. Kt—K B 3	P—Q 3
3. B—B 4	P—K B 4
4. P—Q 3 (*a*)	P×P
5. P×P	Q—B 3 (*b*)
6. Castles	B—K 3
7. R—K Kt 5	Q—B 2
8. B—Q 5	B×B?
9. Q×B	Q—Q 2 (*c*)
10. Q×Kt P	Q—B 3
11. Q—B 8 ch.	K—B 2
12. Q—B 5 ch.	Kt—B 3 (*d*)
13. B×Kt !	P×B (*e*)
14. Kt—Kt 5 ch.	K—K 2
15. Q—K 6 ch.	K—Q sq.
16. Kt—B 7 mate. (*f*)	

NOTES.

(*a*) P—Q 3 is better. Black defends with a weak variation.

(*b*) Kt—K B 3 followed by B—K 2 or any developing move would have been preferable.

(*c*) Black should have exchanged Queens. The consequences of not doing so are apparent in the next few moves.

(*d*) K—K sq. best.

(*e*) Taking the Bishop is bad; P—R 3 best.

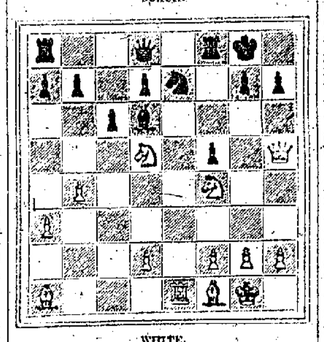
(*f*) A neat finish to a vigorously conducted attack.

* * *

According to the latest advices from Nuremberg, Janowski, Lasker, Steinitz and Walbrodt were leading with a level score, Tarrasch following close up. Had Janowski taken advantage of a fine position against Pillsbury he should have been leading. I take the following notes from the *Standard* as an extraordinary example of 'chess blindness' on the part of a 'master':—

Janowski would have obtained the prize for brilliancy given by Heydebrand von der Lasa if he had made the best of his opportunities. He gave up the exchange and Pawn for a King's side attack, sacrificed a second exchange, and compelled Pillsbury to give up his Queen in order to save the mate. The position is so interesting that we give it here:—

BLACK.



WHITE.

White (Janowski player): 1. R. takes Kt, Q takes R (forced); 2. Kt takes Q, ch, B takes Kt, &c. He now might have won by force, with the following variation pointed out by Mr Hoffer, viz.; 3. B to B 4, ch, P to Q 4; 4. Kt takes P, P takes Kt; 5. B takes P, ch, K to R sq; 6. B to B 7, threatening 7. B to Kt 6, and wins. There is no defence to it. He had, however, another chance later on, which he not only missed, but actually lost a piece, when Black had two Rooks for a Queen, and a draw was the result.

THE WHASANG MEMORIAL FUND.

The following has been forwarded to us for publication by the Right Rev. Bishop Burdon:—

Foochow, 7th August, 1896.

The Right Rev. Bishop Burdon, Hongkong.

Dear Sir,—I am now able to inform you that the monument, which has been placed over the graves of the victims of the Whasang massacre, was unveiled by the British Consul on Saturday last, the 1st instant, a large number of the missionary and mercantile community being present.

With this I beg to hand you a statement of account, which you will observe shows a credit balance of $456.85. In accordance with the original plan I have offered to hand over this sum to the English Mission, but Archdeacon Wolfe and other members of the Mission have expressed a wish that it should be devoted to the purpose of placing a Memorial Window in the British Episcopal Church of this place. Therefore unless I find within one month from the date of this letter that the new proposal is not generally approved of I shall adopt it.

The balance in hand will probably be insufficient to pay the cost of a suitable stained glass window, but I have the assurance of a few members of this community that any debit balance will be willingly made good.

By this chance I am sending you a photograph of the scene at the graves on Saturday last and shall be much obliged if you will kindly let subscribers see it with this letter.

With renewed thanks for your trouble,—Believe me, sincerely yours,

H. S. BRAND,
Hon. Sec. and Treasurer,
Whasang Memorial Fund.

PEKING AND TIENTSIN NOTES.

Tientsin, August 15.

NARROW ESCAPE OF COLONEL AND MRS DENBY.

His Excellency, the U.S. Minister, and Mrs Denby arrived in Peking on Monday last, but not without first having undergone a most trying experience that might have resulted fatally. On Saturday, at 10 a.m., the launch passed a projection of land and went off suddenly to the left at an angle of 45 degrees towards Colonel Denby's two boats in tow. When the first boat, in which were Colonel and Mrs Denby, reached the projection it struck with great violence and immediately capsized. The boat did not, fortunately, turn completely over. Mrs Denby suddenly found herself entirely submerged, but came up and sprang to the side and hung there. The water was above Colonel Denby's waist. The other boat then came to the rescue. The boatmen tore away the window frames, and after some difficulty succeeded in dragging Colonel and Mrs Denby up over the side. Mrs Denby jumped from the side of the boat into the water over her head and was dragged ashore. Colonel Denby waded ashore with difficulty. It is to be regretted that many valuable dresses and other articles belonging to Mrs Denby were ruined, as her boxes remained under water for some hours. Minister Denby handed to the captain of the launch a letter to the Viceroy exonerating the captain from all blame.

SAD ACCIDENT AT PEI-TAI-HO.

A sad accident occurred at Pei-tai-ho on Tuesday evening last. On the arrival there of the train from Tientsin Dr Atterbury left to look for some coolies to carry his baggage, leaving Mrs Atterbury and their little four-year-old son standing on the platform of the car. For some reason or other the train unexpectedly backed, and the sudden jerk threw the boy off his feet on to the line. Hearing a scream the Doctor turned round, just managing to grasp his son in such a manner as to save his body from going under the wheels, but too late to prevent the poor little fellow from getting his right foot crushed, necessitating amputation. Efforts were at once made to communicate with Tientsin, there being no surgical appliances at hand, but owing to a stringent regulation on the subject the native officials on the line are precluded from transmitting telegrams of a private nature, hence a somewhat serious delay in dealing with the case. Dr G. P. Smith has, we understand, gone out to Pei-tai-ho to render such assistance as may be in his power. Much sympathy is felt for Dr and Mrs Atterbury, whose projected summer vacation has begun thus disastrously. We understand that the station officials were very kind, and rendered every assistance possible.

THE RICKSHA STRIKE.

The peaceful condition of the Settlement for the first eleven days of the month was broken on Wednesday by the return to reason of the ubiquitous jinricksha coolie, who is now in full swing, plodding his weary way and exuding fumes of garlic. We are informed that the Council allowed the jinrickshas to ply again on Wednesday morning, on condition that they paid the now fee of seventy-five and an additional fine of twenty-five cents, making the total amount of one dollar. The strikers must have learnt a severe lesson, having not only to pay a third more for their month's fee, but having lost ten days' work in the bargain. It is said that many of the residents regret the jinrickshas have been allowed to return to the Settlement, as the place looked so much better without them. The Reverend George Clarke, kindly acting as interpreter for the occasion, pointed out to the men that they, having received three months' notice of the proposed increase on the 'ricksha tax, had every opportunity of approaching the B. M. C. on the subject, had they desired to do so; any representations they might have felt called upon to make would have received proper consideration. They had, however, been so ill advised as to go on strike, with the result that they had lost twelve days' work and caused a good deal of inconvenience, leaving the B. M. C. no alternative but of enforcing the new regulation. As a matter of fact they had forfeited their licenses, and the B. M. C. wished them to understand clearly, that it was simply as a matter of clemency they were now permitted to renew them by the payment of a fine of $0.25 each. This fine, he was asked to say, would be devoted to some charitable object, and would not appear in the regular account. It was further explained to the men that the aim of the B. M. C. was to improve, as much as possible, the position of the individual 'ricksha man working his own machine; they wished to see more of these and fewer 'rickshas owned by capitalists and worked under the *sweating* system. The 'ricksha men appeared very appreciative of the remarks made to them, and went away at once to renew their licenses,—thus ending the 'ricksha strike.'

MISCELLANEOUS.

We learn, from a private wire received yesterday morning, that H. E. Li Hung Chang has accepted an invitation to inspect the Naval Construction and Armaments Works at Barrow.

The French Consul, Comte du Chaylard, has left Tientsin for Manchuria, and will probably return to Tientsin *viâ* Wladivostock.

The new Chartered Bank building is approaching completion, and promises to be one of the handsomest in the Concession. The design reflects great credit on Mr Schiele. It is unfortunate that the stables at the corner hide the front elevation of the building from the Victoria Road.

The Taotai, on the 14th instant, issued a Circular Note to the Consuls, in which he advised them to notify the foreign merchants and missionaries, when buying land, that it is undesirable to advance more than from 10 to 20 per cent. of the purchase-price to the Chinese sellers until the deeds have been duly sealed at the Magistrate's Yamen; that, by thus keeping back from 80 to 90 per cent of the purchase-money, there will be less difficulty in recovering from the Chinese sellers should the Magistrate, finding the deed irregular or faulty, refuse to stamp it. The public should take notice of this.—*P. and T. Times*.

ACCORDEON and Steel Strings and Instruments of all kinds at Reduced Prices.—W. Robinson & Co.

THE Kobe papers state that two prizes—one of 300 *yen* and one of 200 *yen*—are offered by the *Osaka Mainichi* for the two best essays on 'How to Govern Formosa.' The *Japan Herald* suggests briefly that, as a starter, it would be a great idea to order the Governor of Formosa to proceed to the island and look after things for a while.

SONGS by all the famous writers at 4 for $1.—W. Robinson & Co.

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In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c.

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Married couple (occupying one room) per day		7.00
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Extra Bedroom, per month	$40 to	50.00

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Hongkong, November 24, 1894. 1007

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includes the following WORKS by Dr. EITEL:—

EUROPE IN CHINA: The History of Hongkong, from the beginning to the year 1882. Hongkong, 1895. $5.50.

HANDBOOK OF BUDDHISM: A Sanskrit-Chinese Dictionary. Second Edition. Hongkong, 1888. $2.50.

THREE LECTURES on BUDDHISM. Third Edition. Hongkong, 1884. $1.50.

FENGSHUI: Rudiments of Chinese Natural Science. Hongkong, 1873. $2.00.

CHINESE DICTIONARY IN THE CANTON DIALECT. Four Volumes, with Appendix. Hongkong, 1877. $10.00. Bound, $11.50.

CHINESE SCHOOLBOOKS. Translated. I. The Trimetrical Classic. II. The Thousand Words Poem. $0.50 per set.

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Hongkong, August 27, 1896. 1720

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Hongkong, August 26, 1896. 1710

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Hongkong, August 17, 1896. 1642

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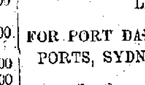
The Co.'s Chartered S.S. *Knight of St. John*, Capt. A. H. BILLET, will be despatched for the above Ports on MONDAY, the 31st Inst., at Noon, instead of as previously advertised.

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Hongkong, August 26 1896. 1640

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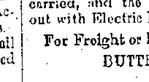
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Hongkong, August 25, 1896. 1701

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Hongkong, August 26, 1896. 1730

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

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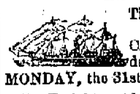
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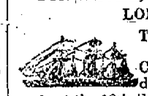
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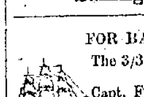
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Sailing Vessels.

FOR BALTIMORE.

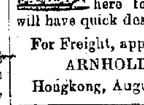


The 3/3 *L.I.I.* American Ship *Isaac Reed*, Capt. F. D. WALDO, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, August 5, 1896. 1321

FOR NEW YORK.

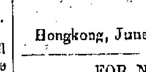


The 3/3 *A.I.I.* American Ship *Charles E. Moody*, Captain LEONARD, is loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, August 5, 1896. 1322

FOR NEW YORK.

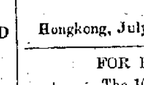


The 3/3 *A.I.I.* American Ship *Manuel Flaguno*, Captain SMALL, will load here for the above Port and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, June 8, 1896. 1170

FOR NEW YORK.

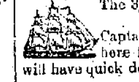


The 100 *A.1.* American Ship *Paul Revere*, MULLIN, Master, shortly expected from Shanghai, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, July 24, 1896. 1496

FOR BALTIMORE.



The 100 *A.1.* Hawaiian Ship *Helen Brewer*, Captain MAHANY, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, August 17, 1896. 1670

FOR NEW YORK.



The 3/3 *L.I.I.* American Ship *Josephus*, Captain P. R. GILKEY, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, August 17, 1896. 1669

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN PORTS.

☞ THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Bayern	Tuesday	September 15
Prinz Heinrich	Tuesday	October 13.
Preussen	Tuesday	November 10
Sachsen	Tuesday	December 8.
Bayern	Tuesday	January 5.
Prinz Heinrich	Tuesday	February 2.
Preussen	Tuesday	March 2.

ON TUESDAY, the 15th day of September, 1896, at 9 a.m., the Company's S.S. *BAYERN*, Captain B. BLANKE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 12th September, Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 14th September, and Parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 14th September. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, August 20, 1896. 1695

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	THURSDAY, Sept. 3, at daylight.
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	TUESDAY, Sept. 22, at noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama)	THURSDAY, Oct. 8, at noon.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, 3rd September, at Daylight, taking Passengers and Freight for Japan the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railway, to Havana Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 19, 1896. 1674

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama)	SATURDAY, Sept. 12, at noon.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	WED'SDAY, Sept. 30, at noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, Oct. 17, at noon.

THE Steamship *BELGIC* will be despatched for SAN FRANCISCO, *viâ* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 12th September, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 20, 1896. 1723

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of '*Notes and Queries on China and Japan*,' has reached its Twenty-second Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of *China Mail* Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at $6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, 'Manager, *China Mail* Office.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising *Review*.'—*Northern Christian Advocate* (U.S.)

'The *China Review* * * * * has an excellent table of contents.'—*Celestial Empire.*

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'—*Celestial Empire.*

'This number contains several articles of interest and value.'—*North-China Herald.*

'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News.*

'A substantial and reliable *Review* which all students of China and the Chinese would do well to patronize.'—*Chrysanthemum.*

'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Formosa and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

BALL PROGRAMMES
FOR SALE,
IN NEW SHADES AND PATTERNS.

'CHINA MAIL' OFFICE,
6, WYNDHAM STREET.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.  1896.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 2nd Sept./96
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.....WEDNESDAY, 30th Sept./96
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R....WEDNESDAY, 28th Oct./96

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANSCONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Liners, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent.*
Hongkong, August 12, 1896. PEDDER STREET. 1637

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

No.

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129.—Aberdeen, Paper Mills Office.
130.—Aberdeen, Paper Mills.
124.—Ah Yon.
40.—Anderson, Capt., East Point.
24.—Anderson, Capt., Praya Central.
8.—Arnhold, Karberg & Co.

B

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C

75.—Caldbeck, Macgregor & Co.
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149.—Club Germania.
11.—Club, Hongkong.
116.—Do. Lusitano.
10.— Do. Peak.
153.—Com. Union Assurance Co.
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D

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105.—Dr. Clark, Residence.
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162.—Dr. Thomson.
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E

126.—Edye, Surg.-Capt., Residence.
58.—Electric Co.
58A.—Electric Co., Residence.

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G

135.—Gande, Price & Co.
132.—Garrels, J. H., Residence.
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47.— Do. West Point.
100.—Gaupp & Co.
31.—Gibb, Livingston & Co.
6.—Godown Co., Office.
21.—Godown, Kerosine.
7.—Godown, Kowloon.
33.— Do. West Point.
44.—Government House.

H

136.—Hall, F. W., Residence.
50.—Harbour Office.
99.—Harling, Buschmann & Mensell.
83.—Harling, G., Residence.
29A.—Harrison, W. Stuart, Residence.
95.—Haskell, D., Residence.
92.—Hermann, O., Residence.
113.—Him Kee & Co.
27.—Holliday, Wise & Co.
101.—H. C. & M. S. Co., Office.
102.—H. C. & M. S. Co., Wharf.
126.—Hongkong Fire Insurance Co.
9.—H. & S. Bank.
84.—H. & S. Bank, Mess.
1.—'Hongkong Telegraph' Office.
26.—Hospital, Alice Memorial.
80A.— Do. Government Civil.
3.— Do. Peak.
32.—Hotel, Hongkong. *Public Telephone.*
35.— Do. Mount Austin.
56.— Do. New Victoria.
90.— Do. Peak.
82.—Ho Tung, Praya West.
77.— Do. Praya Central.
59.— Do. Residence.
57.—Humphreys, J. D., Residence.
68.—Humphreys, J. D., & Son.

K

108.—Kaw Hong Take
64A.—Kennedy, J., Causeway Bay.
64.— Do. do. Horse Repository.
107.—Kin Fat Hong.
141.—Kinghorn, J. W., Office.
120.—Kirsh & Co.
70.—Kramer, J., Residence.
151.—Kruse & Co.

L

91.—Lamke & Rogge.
87.—Lane, Crawford & Co.
117.—Land Investment Co.
89.—Layton, B., Office.
90.— Do., Residence.

M

106.—Man Chuen Yuen.
98.—Man On Insurance Co.
118.—Marty, A. R.
112.—Melchers & Co.
131.—Meyer & Co.
157.—Michaelsen, St. C., Residence.
155.—Mitsui Bussan Kaisha.

N

125.—Nam Tai Insurance Co.
5.—Nam Wo & Co.
146.—National Bank.
110.—Naval Hospital.
109.—Naval Yard.
115.—Nethersole Hospital.

O

119.—Opium Factory.
46.—Opium Farm.

P

19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
147.—Playfair, G. W. F., Residence.
15.—Police Station, Central.

R

34.—Ray, E. C., Residence.
51.—Ray and Davies.
103.—R. E. Guard Room.
104.—R. E. Mess.
140.—Reuter, Brookelmann & Co.
19A.—Ritchie, H. A.
30.—Ritchie, H. A., Residence.
45.—Rope Factory.

S

13.—Sachse, P., Residence.
52.—Sailors' Home.
4.—Sanitarium, Pok-foo-lum.
94.—Sassoon, M. S. & Co.
40.—Shewan & Co.
81.—Siemssen & Co.
139.—Soap Factory, Shaukiwan.
100.—Sperry Flour Co.
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62.— Do. do. Residence.
153.—Straits Insurance Co.
53.—Sui Kut Bank.

T

14.—Telegraph Companies.
28.—Tomes, C. A., Residence.
137.—Tong Lee Chan, Office.
138.—Tong Lee Chan, Shaukiwan.
54.—Tram Station, Peak.
93.—Tung Kee.

W

16.—Watson & Co.
57.—Wickham, W. H., Residence.
144.—Wing Kee & Co., Office.
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63.—Wo Kee & Co.
88.—Wright & Co.

Y

161.—Yen Woo Co.
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PRIVATE TELEPHONE LINES.

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In case of FIRE ring up No. 15.

W. STUART HARRISON,
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798

Fees for Public Vehicles

Chairs.

IN VICTORIA WITH TWO BEARERS.

	$ c.		c.
Half hour	0.10	Three hours	0.50
One hour	0.20	Six hours	0.70
Day (6 a.m. to 6 p.m.) $1.			

If the trip is extended beyond Victoria, half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.

Hour	0.60	Six hours	1.50
Three hours	1.00	Day (6 to 6)	2.00

Jinrickshas.

(With single driver).

Quarter hour	0.05	Hour	0.15
Half hour	0.10	Every subsequent hour	0.10

NOTE.—Victoria extends from Mount Davis to Causeway Bay and up to the level of Robinson Road. If the vehicle is discharged beyond these limits half fare extra is to be allowed for the return journey. Extra bearers or drivers and extra hours to be paid proportionate fares.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kolitlet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	5 c	McIsaac	Dan. str.	319	June 16	A. R. Marty		K'loon Dock
Afridi	3 c	Golding	Brit. str.	2354	June 27	Dodwell, Carlill & Co.		
Amarapoora	6 c	Cameron	Brit. str.	1619	July 9	Butterfield & Swire		
Ancona	5 k	Mudie	Brit. str.	1888	Aug. 25	P. & O. S. N. Co.	Yokohama	To-morrow
Anjer Head	3 c	Stovell	Brit. str.	1238	Aug. 36	Bradley & Co.		
Asloun	5 c	Murray	Brit. str.	1827	Aug. 20	Shewan, Tomes & Co.		
Benvoirlich	5 c	Clark	Brit. str.	2164	Aug. 27	Gibb, Livingston & Co.		
Brand	...	Evensen	Norw. str.	1520	July 22	Wieler & Co.		K'loon Dock
China	3 c	Voss	Ger. str.	1249	Aug. 23	Chinese		
China	5 c	Seabury	Brit. str.	2460	Aug. 24	P. M. S. S. Co.		
Donar	...	Grundmann	Ger. str.	1015	Aug. 1	Lauts, Wegener & Co.		K'loon Dock
Empress of India	3 c	Marshall	Brit. str.	3003	Aug. 25	Canadian Pacific Railway Co.		
Esmeralda	...	Taylor	Brit. str.	966	Aug. 14	Shewan, Tomes & Co.	Manila	K'loon Dock
Guthrie	2 c	George	Brit. str.	1496	Aug. 24	Gibb, Livingston & Co.	Shanghai	
Himmun	6 h	Bathurst	Brit. str.	636	Aug. 26	Douglas Steamship Co.	Swatow, &c.	To-morrow
Haitan	5 h	Roach	Brit. str.	1183	Aug. 27	Douglas Steamship Co.		
Jacob Christensen	2 k	Hansen	Norw. str.	1088	Aug. 8	Melchers & Co.		
Kashing	3 c	Hopkins	Brit. str.	1188	Aug. 27	Butterfield & Swire		
Kong Ah	2 c	Thinn	Norw. str.	485	Aug. 14	Chinese		
Kwang Lee	5 h	Lincoln	Chi. str.	1504	Aug. 27	U. M. S. N. Co.	Shanghai	To-morrow
Letimbro	5 k	Belzito	Italian str.	1457	Aug.	Carlowitz & Co.	Bombay, &c.	2nd prox.
Loo Sok	3 c	Jackson	Brit. str.	1040	Aug. 21	Butterfield & Swire		
Macduff	8 c	Thomson	Brit. str.	1881	July 15	Dodwell, Carlill & Co.		
Mongkut	2 h	Calder	Brit. str.	859	Aug. 26	Yuen Fat Hong		
Nanyang	3 c	Schulz	Ger. str.	1059	July 26	Siemssen & Co.	Shanghai	To-day
Ningchow	3 c	Frahm	Chi. str.	705	Aug. 23	Chinese		
Oslo	3 c	Pedersen	Norw. str.	778	Aug. 26	Chinese		
Petrarch	3 c	Schall	...er. str.	1252	July 4	Wieler & Co.		
Picciola	...	Hass	Ger. str.	875	July 20	Siemssen & Co.		K'loon Dock
Strathallan	7 c	Macaubrey	Brit. str.	1488	Aug. 27	Jardine, Matheson & Co.		
Strathleven	3 c	Moar	Brit. str.	1588	June 18	Chinese		
Swatow	3 c	Jorpersen	Ger. str.	632	Aug. 26	Siemssen & Co.		
Taisang	3 c	Sawer	Brit. str.	1505	Aug. 27	Jardine, Matheson & Co.		
Tancred	8 k	Kroge	Norw. str.	764	July 11	Order		
Vorwaerts	3 c	Petersen	Ger. str.	648	Aug. 24	Jebsen & Co.	Singapore	To-day
Sailing Vessels.								
Casablanca	4 k	Cantley	Brit. bqe.	568	Aug. 3	Siemssen & Co.		
C. E. Moody	3 c	Leonard	Amer. sh.	1915	July 4	Arnhold, Karberg & Co.		
Commodore T. H. Allen	3 k	Merriman	Amer. sh	2216	May 22	Standard Oil Co.		
Foohng Suey	3 c	Willett	Haw. bqe.	980	July 31	Order		
Glen Caladh	3 c	Lamont	Brit. bqe.	466	Mar. 1	Gilman & Co.		
Isaac Reed	2 k	Waldo	Amer. sh.	1479	June 19	Arnhold, Karberg & Co.		
Ivy	5 k	Brothers	Amer. sh.	1181	Aug. 1	Musso & Co.		
John Baizley	3 k		Amer. sch.	—	May 30	Order		
Josephus	2 c	Gilkey	Amer. sh.	1345	Aug. 16	Siemssen & Co.		
Lothair	2 c	Ferretto	Italian bqe.	796	July 31	D. Musso & Co.		
Northbrook	5 k	Lawton	Brit. bqe.	1820	Aug. 15	Government		
Orient	4 k	Ployer	Ger. bqe.	461	Aug. 1	Wieler & Co.		
Paramita	7 c	Soule	Amer. sh.	1498	July 1	Standard Oil Co.		
Paul Revere	3 c	Mullin	Amer. sh.	1641	Aug. 25	Carlowitz & Co.		
Retriever	3 c	Walls	Amer. sch.	75	April 3	Captain		
Suchem	2 k	Lancaster	Amer. sh.	1311	June 12	Order		
Salterod	3 c	Johannessen	Norw. bqe.	696	Aug. 12	Siemssen & Co.		
S. D. Carleton	3 k	Amsbey	Amer. sh.	1788	Aug. 20	Standard Oil Co.		
Sonora	5 k	Pellessen	Norw. bqe.	553	July 21	Captain		
Stanfield	3 c	Wilson	Brit. bqe.	630	Aug. 15	Chinese		
St. Mark	8 c	Dudley	Amer. sh.	1930	Aug. 18	Order		
Sutlej	5 k	Pitt	Brit. sh.	1672	July 3	Naval Dept.		
Wm. H. Smith	2 k	Wilson	Amer. sh.	1908	Aug. 21	Standard Oil Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Æolus	twin-screw cruiser 2nd class	3600	21	7000	Captain Robert L. Groome	Hakodate
Alacrity	despatch-vessel	1700	12	3180	Commander F. G. De Lisle	Muroran
Archer	cruiser 3rd class	1770	16	2200	Comd. C. E. Kingsmill	Shanghai
Centurion*	twinscrew battle ship	10,500	41	13,000	Captain Spencer H. Login	Muroran
Daphne	sloop	1140	16	1400	Commander A. C. Galloway	Chemulpo
Esk	g-bt. 3rd class coast defenc	333	2	340	Lt.-Com. H. P. Barton	Shanghai
Firebrand	gunboat 2nd class	455	6	460	Lieut.-Com. Vernon Maud	Shanghai
Grafton	twin-screw cruiser, 1st class	7,350	36	10,000	Captain E. P. Jones	Yokohama
Humber	storeship	16 0	—	8 0	Commander F. W. Wyley	Yokohama
Immortalité	armoured cruiser	5600	34	8500	Captain Edward Obiohester	Muroran
Linnet	gun-vessel 2nd class	756	8	1050	Commander R. C. Sparkes	Hakodate
Narcissus	armoured cruiser	6 00	34	8,500	Captain H. B. Lang	Akishi
Peacock	gunboat 1st class	750	1	1200	Lieut.-Com. R. J. D. Laxton	Tientsin
Pigmy	gunboat 1st class	755	10	1200	Lieut. Bellairs	Hakodate
Pique	cruiser	3600	21	7000	Capt. Henry C. Bigge	Yokohama
Plover	gunboat 1st class	755	10	120	Lieut. Spencer V. Y. de Horsey	Muroran
Porpoise	cruiser 3rd class	177	16	350	Commander F. R. Pelly	Singapore
Rainbow	cruiser	3600	21	7000	Captain Wm. C. C. Forsyth	Muroran
Rattler	gunboat 1st class	77	10	120	Lieut.-Com. Hugh Cotesworth	Singapore
Redpole	gunboat 1st class	805	10	1200	Lieut.-Com. E. H. Grafton	Hongkong
Spartan	twin-screw cruiser 2nd class	3600	21	7000	Captain Alfred L. Winsloe	Behring Sea
Swift	gun-vessel 2nd class	756	8	1010	Commander R. K. McAlpine	Behring Sea
Tamar	ex-transport	2047	—	—		Hongkong
Tweed	g-bt. 3rd class coast defen	363	5	340		Hongkong
Undaunted	armoured cruiser	5600	34	8500	Captain John S. Hallifax	Muroran
Victor Emanuel	receiving ship	5167	14	—	Commodore Boyes	Hongkong
Wivern	coastdefenceship, armour-	2750	12	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 33, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral Sir Alexander Buller, K.C.B.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Kornileoff	Russian cruiser	4950	32	6000	Captain Eitchaninoff	Vladivostock
Admiral Nakhimoff	Russian flagship	7781	33	9500	Captain Kasherininoff	Vladivostock
Aleout	Russian gunboat	810	2	730	Captain Parenego	Vladivostock
Alger	French cruiser	4330	30	8000	Captain Boutet	Yokohama
Arcona	German cruiser	2370	18	2400	Captain A. Sarnow	Chefoo
Aspic	French gunboat	415	4	450	Commander Journet	Bangkok
Bayard	French flagship	6010	26	4400	Commander Fortin	Nagasaki
Beautemps-Beaupré	French wooden sloop	1350	14	1000	Captain Ternot	Yokohama
Bengo	Portuguese gunboat	462	5	400	Capt. A. T. Da Costa e Silva	Hongkong
Bobre	Russian sloop	950	13	1150	Captain Mulas	Nagasaki
Boston	U. S. cruiser	3 00	8	3500	Captain F. Wildes	Shanghai
Castilla	Spanish cruiser	3,590	22	4400	Capt. Enrique Saulula	Manila
Comète	French gunboat	496	4	500	Capt. Maudet	Tongku
Detroit	U. S. cruiser	2000	16	5400	Commander John Stark Newel	Chemulpo
Dimitri Donskoi	Russian cruiser	6000	16	7000	Captain Withoft	Chemulpo
Don Antonio de Ulloa	Spanish cruiser	1200	4	—	Capt. Duelo	Manila
Don Juan de Austria	Spanish cruiser	1130	14	1500	Commander R. P. de Bonaure	Manila
Duguay Trouin	French cruiser	3535	19	4800	Captain Bayle	Saigon
Gaidamak	Russian gunboat	400	9	3500		Kobe
General Alava	Spanish gun-vessel	1200	—	—	Capt. RamonRochiquet Freijill	Manila
Gremiastchy	Russian gunboat	1490	12	1330	Capt. Boucharoff	Nagasaki
Imperator Nicolai I	Russian ironclad	8800	32	8900	Capt. Foelkersham	
Irene	German cruiser	4400	22	8000	Capt. du Bois	Chefoo
Isly	French cruiser	4380	22	8000	Captain Rivet	Amoy
Kaiser	German flagship	7677	15	7800	Captain Zeyl	Chefoo
Korojets	Russian sloop	1200	9	2150	Capt. Lindestroem	Chemulpo
Hormoran	German cruiser	1640	8	2800	Captain Brinkmann	Chefoo
Kreiser	Russian sloop	1330	13	1200	Capt. Beklemisheff	Nagasaki
Lion	French gunboat	500	6	500	Lieutenant Gauchet	Saigon
Lutin	French gunboat	490	4	500	Lieut.-Com. Gueydon	Saigon
Machias	U. S. cruiser	1050	16	1600	Commander Houston	Chemulpo
Manila	Spanish transport	1057	2	1000	Captain Vimigra	Manila
Mandshur	Russian sloop	1200	9	1400	Commander Podlesolski	Chemulpo
Monocacy	U. S. sloop	1370	6	850	Com. Reisinger	Tientsin
Olympia	U. S. flagship	5800	14	13,500	Captain J. J. Read	Yokohama
Otvajny	Russian gunboat	1490	12	2000	Captain Radloff	Chemulpo
Pamiat Azova	Russian cruiser	6060	35	8000	Captain Rodionoff	Vladivostock
Panther	Austrian cruiser	1500	—	—	Commander Koppel	Shanghai
Plusier	French gunboat	645	8	450	Lieut.-Commander Videl	Bangkok
Princess Wilhelm	German cruiser	4400	22	8000	Captain von Holtzendorff	Woosung
Reina Cristina	Spanish cruiser	3090	19	4800	Com'der Jose Warleta	Manila
Rurik	Russian 1st class cruiser	10,930	48	18,500	Captain Eitchaninoff	Vladivostock
Sitka	Russian gunboat	—	—	—	Captain Krœger	Vladivostock
Sivooteh	Russian cruiser	950	13	1120	Captain Astromoff	Vladivostock
Sophia	German cruiser	2100	14	2100	Captain Herbing	Nanking
Vipere	French gunboat	480	4	425	Commander Constolla	Bangkok
Yorktown	U. S. cruiser	1700	15	3000	Commander Stockton	Yokohama
Zabiaka	Russian cruiser	1323	19	1470	Captain Lubedeff	Chemulpo
Zaragoza	Mexican cruiser	1300	8	1300	Admiral A. O. Monasterio	Yokohama

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM WATERS.

CANTON.

Vessel's Name.	Flag & Rig.	Destination.
Kansu	Brit. str.	
Kashing	Brit. str.	
Kwang Lee	Chi. str.	
Taisang	Brit. str.	

AMOY.

In port on August 24, 1896.

MERCHANT STEAMERS.

Falkenburg	German
Hasting	Chinese
Haitan	British
Hoihow	British
O. H. Teng	British
Thales	British
Utrecht	Dutch
Victoria	Swedish

MERCHANT SAILING VESSEL.

Anna Bertha	Brit.	bqe.

FOOCHOW.

In port on August 22, 1896.

MERCHANT STEAMERS.

Namoa	British
Yiksang	British

MERCHANT SAILING VESSELS.

Walter Siegfried	Brit	bqe.

SHANGHAI.

In port on August 21, 1896.

MERCHANT STEAMERS.

Adour	French
Airlie	British
Ariel	Norwegian
Benmohr	British
Chihli	British
Clara	German
Ella	British
Eliz. Rickmers	German
Feiching	British
Glenavon	British
Glenesk	British
Hiogo Maru	Japanese
Hsinfung	Chinese
Kashing	British
Kiangfoo	Chinese
Kiangyu	Chinese
Kongau	Chinese
Kuling	Chinese
Kutwo	British
Kwang Lee	Chinese
Medusa	British
Myrmidon	British
Nerite	British
Nestor	British
Nierstein	German
Ningchow	Chinese
Normandie	Norwegian
Oscarshal	Norwegian
Ravenna	British
Rosetta	British
Sual	British
Taisang	British
Tamboy	Russian
Woolwich	British
Woning	Chinese
Yarra	French
Yling	British
Yungping	Chinese

MERCHANT SAILING VESSELS.

Alice Mary	Brit.	bqe.
Bundaleer	Nica	bqe.
Carrollton	Amer.	sh.
Charon Wattana	Siam.	bqe.
Comet	Nica.	bqe.
Darra	Brit.	bqe.
Drumelton	Brit.	bqe.
El Capitan	Amer.	sh.
Jaroslay	Rus.	sh.
John Currier	Amer.	sh.
Petersburg	Russ.	sh.
S. P. Cheney	Amer.	bqe.
Wm. H. Conner	Amer.	sh.

NAGASAKI.

In Port on July 30, 1896

MERCHANT SAILING VESSELS.

Dunlion	Brit.	sh.
Kennebec	Amer.	sh.

KOBE.

In port on July 29, 1896

Falkland	Brit.	bqe.
H. Bischoff	Ger.	sh.
How. D. Troop	Brit.	sh.
Java	Brit.	bqe.
Liverpool	Brit.	sh.

YOKOHAMA.

In port on July 27, 1896

Anconda	Am.	sch.
Geo. R. Skolfield	Amer.	sh.
Tolus	Am.	st.yh.

BANGKOK.

In port on July 27, 1896.

MERCHANT SAILING VESSELS.

Allegro	Norw.	bqe.
Charon Wattana	Siam.	bqe.
Dolly	Norw.	bqe.
Erna	Den.	bqe.
Guldrign	Norw.	bqe.
Oliekriedorn	Norw.	bqe.
Poseidon	Norw.	bqe.
Wadenber	Norw.	bqe.

HOWLERS.

The following examination paper excerpts are taken from the *Journal of Education*:—

Q. To whom, and under what circumstances, were the following words spoken: 'Take away this bauble?'—A. By Henry VIII. to Cromwell when he brought him Anne of Cleves to marry.

Q. What was the sentence pronounced on the barren fig-tree?—A. Cut it down, why cucumbereth it the ground?

Q. Who were the Pharisees?—A. The Pharisees were a mean set. On one occasion they brought our Lord a penny, which he rejected with scorn, saying unto them 'Whose subscription is this?'

Q. *Eutellus vires in ventum effudit* (*Æneid*, V. 446).—A. Entellus hit him with all his force in the wind.

The *Westminster Gazette* is responsible for the following:—

Q. Where was the Magna Charta signed?—A. At the bottom.

Another answer was:—'The United States is governed by Machinery.' Was this a youthful mind struggling after McKinley?

Q. What were the Jewish feasts?—A. Beanfeasts.

The following are taken from *The University Correspondent*:—

HISTORY.

The object of the Constitutions of Clarendon was not to let the clergy have so much power which they were increasing. When clergy did anything wrong, they were to be tried by a lot of ordinary gentlemen. Crimes were to be made known to the king, and carried no farther without his consent.

Write a life of Sir Walter Raleigh.—Sir Walter Raleigh was shooting in a forest with his bow and arrow when he aimed at a stag and mist it he hit cromwell instead of the stag and killed him. he was put in a cart and carried off to Leicester Abby and there he was burried.

Magna Charta means the Queen had lost her Garter. The French is, 'Honi soit qui mal y pense.'

The first Crusades were commenced in the reign of William I. A man Mahomet went in a ship called the 'Mayflower' to Palestine and there found that the natives had been cruelly treated by the Picts and Scots this was called the 1st Crusade.

The Constitutions of Clarendon were a set of regulations by which Henry II. increased the standing army. Their modern representative is the Clarendon Press.

Describe the three most important enactments of the reign of William I., and describe the feudal system.—William I. crushed the barrons and demolished all their castles. William got up a feudal system and other laws and wrote a Doomsday book to tell the people that their fires should be put out by 8 o'clock every night.

Cardinal Wolsey . . . had an attack of dynastery, and died in Westminster Abbey.

The chief object of Magna Charta was to secure prompt injustice for all.

A girl, in describing 'the improvements effected by the Romans in Britain,' recently stated, after enumerating several of these, that they also made the Britons 'leave off staining themselves in the summer.'

A Thane is defined as 'a man that takes three voyages in his own ship without being drowned.'

What can you tell about Oliver Cromwell?—Oliver Cromwell was killed at the Battle of Hastings for hiding himself in an oak tree.

John Wicliffe was a highwayman in Hampshire and conspired against the Royal Family who sent out troops against him, but wherever they sent the troops he was always somewhere else.

Mary Queen of Scots was sitting in her private room with Rizzo having supper. Darnley rushed in with a sword and took hold of Rizzo and so did Mary but he got killed. Chaucar rushed in and threw him out and Wicliffe was having supper with them but he said nothing.

The Armada was a grate ship that sailed round the world once a year.

The Puritans were so called because they did not agree with the King-maker and cut off the head of King Charles for hiding in an oak tree on Sunday.

Nelson was a famous Lady-singer who said 'kiss me Hardy before I die.'

Essay on Queen Mary.—Queen Mary was a awful woman. It was wicked for her to marry Philip. So she could let the heryticks know what hell was like she roasted them alive to save their souls. She was disappointed and when she was dead she said we should find written on her heart 'I am a Roman Catholic' but no such thing.

Extracts from Essay on Sir Walter Raleigh.—Raleigh was the son of an old Devonshire family. He went to Oxford B.A. where he was bought up as a fine knowing young man. He was born at Ipswich when he was fifteen and soon became a able seaman and soldier on land and sea. One day Raleigh was smoking his footboy when he threw the bear over him. He was so fond of enjoying the fragments of the weed.

GEOGRAPHY.

The use of maps is to teach us about the numerous places in the world. They were brought into England by Columbus when he sent his brother to borrow ships from Henry. One of the most useful things on a map are Latitude and Longitude. These treat of the distance and exact spot of a place. It is of great use to captains and sailors. Before maps were in use sailors did not dare to go away from land and without these Columbus could not have discovered America.

Teacher: Where do the Brahmins live?—Intelligent boy: In castes. More intelligent boy: In the Brahmapootra, Sir!

The zones are things that run all round the world. They are very broad and some are not so broad. They are called zones from an English word meaning belt. Some are very hot and some are very cold, and some aren't either, but those are good ones. The middle one is very hot and people can't hardly live where it is. The one at the top is cold and so is the one at the bottom, but those are quite frozen in winter.

The equator is an imaginary lion running round the earth.

What are the straits between England and France?—The United Straits.

The Mariner's Compass was discovered by the Magnesians, thousands of years B.C.

A cape is a narrow piece of water jutting out into the land.

France on the English Channell is on of the chief towns of England.

Bristol is on the Bristol Channel noted for seaports, Plymouth on the Tyne noted for fisheries, Birmingham lies south of England noted for guns and steel manufacturers. Manchester lies in the north of England noted for woollen and manufactors. Dover lies in the north coast of England noted for herring fisheries and other manufactories.

Jubbider and Venice were given as the two planets visible lately.

FRENCH.

Nous nous crampounaines aux echelons.—We stuck on like leeches.

Chevaux et cetera.—Horses and chariots.

Ses ennemis le suivaient à la piste.—His enemies followed him with a pistol.

In a French essay, subject 'a walk,' a lower-form boy wrote:—'Mun frere et trve fatigue. Il dit a moi—Je suis tout frappe en haut [I am quite knocked up]. Je respondia—Jamais esprit [Never mind].'

Say what you know about the word *mille*.—*Mille* means millions, *mile* means English mile, and *mil* means a new-borne Christian.

Would you go? I would.—Bois vous aller? Je bois.

MATHEMATICS, &c.

A quadrilateral triangle is that which has all its sides equal and all it angels *right angels*.

A circle is a figure contained by a line which has a line through the centre which is bounded by the succumference and is such that any point being taken the straight line drawn to the centre are equal to one another.

Things which are equal to other things are equal to one another.

A circle is a figure bounded by one straight line, and is such that all the lines drawn from any point within it to the circumference are all equal.

Parallel straight lines are those which meet at the far end of infinity.

An axiom is a proposition the truth of which is so evident that it must be instantly omitted.

Sixty-three gallons make one h-h-h-hedgehog. (From a stammerer.)

If equals be added to equals, the remainder are right angles.

Things which are impossible are equal to one another.

Plane superfishes is when a straigh line lies in that superfishes.

A point is that which will not appear any bigger even if you get a magnifying glass.

Two straight lines cannot enclose a space—unless they are crooked.

A circle is a straight line which goes round and round.

There are several sorts of triangles such as selene equalateral and quadrolateral.

A homogeneous expression has reference to degree without having anything to do with coefficients.

Even powers of quantities, whether positive or negative are positive.

When a supposition destroys both the numerator and denominator of a fraction at the same time it is called a vanishing fraction.

MISCELLANEOUS.

Anecdote of a Cat.—The old gentleman jumped out of bed and rushed to the window; but the cat popped on its drawers (dropped on its paws) and was out of sight before you could say Jack Robinson.

What does marine mean?—Marine is a cheap kind of butter.

How many kinds of scales are there?—Two, Diatonic and Teutonic.

Explain the terms *fauna* and *flora*.—*Fauna*, animal or beast. *Flora*, a fly or flea.

The plural of hero is negro, of cliff, mountain, and of dear, darling.

A sentence printed in asterisks. The writer of this phrase probably meant italics.

It was perhaps the same boy who spoke of 'sowing the seeds of dissemination,' instead of dissension.

Bismarck was a famous musician in England, and used to sing at the concerts.

One of the chief works of Carlyle was Rartus Tartus.

Amber was called Elektron by the Greeks because they used it for producing electricity.

What is the penalty for forgery?—A man is hanged if guilty and banished if innocent.

A mineral is an animal that has no backbone.

Derive the word sermon.—It comes from the Latin *sero* too late and *moneo* I warn, a sermon being a warning coming too late.

What is a mortgagee?—The wife of a mortgager.

Aquarius was one of the twelve sons of Zodiac.

K. G. is the King of Greece, and V. R. Victoria is reigning.

D. V. means Doctor of Vinity.

Who is the present Chancellor of the Exchequer?—Sir Jabez Balfour.

A young woman, recently applying for a post in an elementary school, concluded her letter:—'I was born in the year 1872, and considered a good pianist.'

L. C. C. means 'Luther a Christian Candidate.'

'Por, what do you mean by a 'well-known man'?' 'A well-known man, my son, is one in the crowd about whom everybody asks who he is.'

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Hongkong, March 2, 1896. 478

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from
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2.—ARTICLES.
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SHARE LIST.—QUOTATIONS—AUGUST 27, 1896.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$	125 all	184½ prem.,—$355, buyers
New Issue				£41.10/
Bank of China & Japan, Limited } preference shares	30,950	£	5£	5 nom.
" ordinary "	100,875	£	8£	2 nom.
" deferred "	1,250	£	1£	1£2, buyers
National Bank of China, Limited	...	£	10£	8.10 8£½, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$	250 $	50 $195
China Traders' Insurance Co., Ld.	24,000	$	83.33 $	25 $80, sales and buyers
China Traders' Insurance Co., Ld.	5,000	£	100 £	50 £8. 10
North-China Insurance Co., Ld.	30,000	$	100 $	20 $27, sellers
Straits Insurance Co., Ltd.	10,000	$	250 $	50 $232½, sellers
Union Insurance Society, Ld.	8,000	$	100 $	60 $145
Yangtsze Insurance Association, Ld.				
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$	100 $	20 $95, sellers
Hongkong Fire Insurance Co., Ld.	8,000	$	250 $	50 $332½, buyers
DOCK.				
H'kong & Whampoa Dock Co., Ld.	12,500	$	125 all	184½ % prm., = $355, ex div., buyers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$	50 all	$71, buyers
Douglas Steamship Co., Limited	20,000	$	50 all	$64½, sales
HK. C. and M. Steamboat Co., Ld.	80,000	$	10 15	$33½, sales and sellers
Indo-China S. N. Company, Limited	60,000	£	10 all	$46, sales
China Mutual S. N. Co.	20,000	£	10£ 10	£3.10, sellers
		£	5	£7.10
Do. (new issue).	20,000	£	10£ 1	£3, sellers
REFINERIES.				
China Sugar Company, Limited	20,000	$	100 all	$117, buyers
Luzon Sugar Company, Limited	7,000	$	100 all	$64, sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$	50 all	$53½, sellers
Wanchai Warehouse and Storage Company, Limited.	2,600	$	100 $	37½ $45, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$	100 $	50 $74, sellers
Kowloon Land and Building Company,	6,000	$	50 $	30 $18, buyers
Humphreys' Estate & Finance Co.	25,400	$	10 all	$9, sellers
West Point Building Co., Limited.	12,500	$	50 $	40 $18
TRAMWAYS.				
HK. High Level Tramways Co., Ld.	1,250	$	100 all	$96
MINING.				
Jelabu Mining & Trading Co., Ld.	45,000	$	5 all	$2.90
Punjom Mining Co., Ld.	50,000	$	4 all	$14½, sales and sellers
Société Francaise des Charbonnages du Tonkin.	12,000	Frs.	500 all	$72½
New Balmoral Gold Mining Co., Ld.	50,000	$	3 all	$2½, sellers
Rand Aust. Gold Mining Co., Ld.	200,0000	£	1 13/10	$5.35
Oliver's Freehold Mines, Ltd.	A 15,000	$	5 $	5 $7, sellers
	B 20,000	$	5 $	2½ $3½, sellers
	25,000	$	5 $	1 $2, sellers
PLANTING ETC.				
China-Borneo Company, Ld.	7,500	$	100 $	25 nom.
H. G. Brown & Co., Limited	6,000	$	50 all	$6, sellers
HOTELS, ETC.				
Hongkong Hotel Company, Ld.	6,000	$	50 all	$29½, sales
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$	10 all	$16, sales and sellers
Dakin, Cruickshank & Co., Ld.	50,000	$	5 all	$1, buyers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£	10 all	$110, buyers
Hongkong Electric Co., Limited.	30,000	$	10 $ 8	$7, sales and sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$	10 $ 10	$17½, buyers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	3,000	£	1 £1	nom.
	7,00	£	1 £ 15/-	nom.
Campbell, Moore & Co., Limited	1,200	$	10 all	$6
Geo. Fenwick & Co., Limited.	6,000	$	25 $ 25	$30, sellers
Hongkong Bakery Company, Ld.	600	$	50 all	$30
Hongkong Dairy Farm Co.	10,000	$	10 all	$6
Hongkong Ice Company, Limited.	5,000	$	25 all	$105½
H'kong Rope Manufactory Co., Ld.	5,000	$	50 all	$125, sales and buyers
Ewo Cotton Spinning and Weaving Co., Ld.	10,000	Tls.	100 Tls 100	Tls. 85, sellers
International Cotton Manufacturing Co., Ld.	10,000	Tls.	100 Tls 100	Tls. 97½, sellers
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls.	100 Tls 100	Tls. 100, sellers
Carmichael & Co., Ld.	2,000	$	25 $ 20	$8.
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls.	500 Tls 400	Tls. 400, sellers
* Founder's shares				

LOANS.	Amount.	Value.	Interest.	Quotation.
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Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in *cents* and are, for Letters *per half ounce*, for Books and Patterns, *per two ounces*.

Newspapers over two ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must *anything whatever* be inserted except bonâ fide Supplements of the *same paper* and the *same date*. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Country may obtain an acknowledgement of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces except to Austria, Belgium, Bolivia, Bulgaria, Congo Free State, Costa Rica, Ecuador, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Japan, Liberia, Luxemburg, Mexico, Persia, Peru, Portugal, Roumania, Salvador, Servia, Siam, Spain, Switzerland, Tunis, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz. (350 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilised countries.

Postage to the United Kingdom.

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
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Books, Patterns and Comm. Papers,	2 cents per 2 oz.

Postage to Union Countries.

General Rates, by any route:—

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Reply Post Cards,	8 cents each.
Registration,	10 cents.
Newspapers,	2 cents per 2 oz.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

LOCAL POSTAGE.

The General Local Rates for Hongkong, China and Treaty Ports (Canton excepted) are:—

Letters per ½ oz., 5 cents (*c*).
Post Cards, each, 1 cent.
Reply Post Cards, 2 cents each.
Books and Patterns, per 2 oz., 2 cents.
Newspapers and Prices Current, 2 each per 2 oz.
Registration, 5 cents.

(*c*) Between Hongkong, Canton, and Macao 3 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day. In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m. 4 p.m. 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the Contract Mails.

2. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unstamped the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet *viâ Gibraltar*. No parcel is sent with the Overland Mail viâ Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb., and 25 cents each succeeding lb or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds $500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10½ per lb., the Regulations are generally similar to the above, and the Parcels are sent out *viâ Gibraltar*.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and within a year at the most from the date of Posting.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the *Contents* of Registered covers which have reached their destinations. Nor on account of any article for which the addressee has signed a receipt.

Missent or Delayed Correspondence.

When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at* 7 *p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This action should be taken the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c., for addresses in Hongkong or the Ports of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unstamped, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non-box-holders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 2 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c. may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

Money Orders.

(Office Hours (Sundays and holidays excepted) 10 to 4, Saturdays 10 to 1, but the office is open from 10 to 5 on the working day next before any mail for Europe, which leaves at noon.]

[Money orders cannot be issued or cashed on mail mornings, when closing mails for Europe, until noon.]

1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Canada.
China Ports (Hoihow, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, and Shanghai).
Ceylon.
Hawaii (Sandwich Islands).
British India (including Burmah and the Agencies of the Indian Post Office in the Persian Gulf).
Japan Ports (Nagasaki, Osaka, Hiogo, Kobe, Kioto, Yokohama and Hakodate).
New South Wales.
New Zealand.
British North Borneo.
Queensland.
Siam (Bangkok only).
South Australia.
Straits Settlements (Singapore, Penang and Malacca).
Tasmania.
United Kingdom.
Victoria.
United States of America.

DRAWN THROUGH LONDON OFFICE.

Foreign Countries:—
Austria-Hungary.
Belgium.
Bulkaria.
Chili.
Denmark (including Iceland and Faroe Islands).
Danish West Indies.
Egypt.
France, with Algeria.
German Empire (including Heligoland and the Cameroons).
Holland.
Italy (with Agencies at Tripoli, Assab and Massowah).
Norway.
Orange Free States.
Portugal (including Madeira and the Azores).
Roumania.
Sweden.
Switzerland.
Transvaal.
Tunis.

Foreign Cities and Towns:—

Constantinople.	Salonica.
Smyrna.	Panama.
Adrianople.	Tangier.
Beyrout.	

British Colonies:—

Cyprus.	WEST INDIES.
Falkland Islands.	Antigua.
Gibraltar.	Bahamas.
Malta.	Barbadoes.
Newfoundland.	Bermuda.
AFRICA.	British Guiana.
British Bechuanaland.	British Honduras.
Cape Colony.	Dominica.
Gambia.	Grenada.
Gold Coast Colony.	Jamaica.
Lagos.	Montserrat.
Mauritius.	Nevis.
Natal.	St. Kitts.
St. Helena.	St. Lucia.
Seychelles.	St. Vincent.
Sierra Leone.	Tobago.
Mombasa.	Trinidad.
Lamu.	Turks' Islands.

2.—Orders on the Countries drawn through the *London Post Office* are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding £2, ... 6d.
" Exceeding £2 but not ex'ding £5 .. 8d.
" " £5 " " £7 .. 9d.
" " £7 " " £10 1s. 0d.

3.—The commission charged is as follows according to the currency the Order is drawn in):—

(a.) For sums not exceeding $1, 12 cts.; $2, 24 cts.; $3, 36 cts.; $4, 48 cts.; $5, 60 cts.; $6, 72 cts.; $7, 84 cts.; $8, 96 cts.; $9, $1.08; $10, $1.20.

(b.) Up to $10, or 20 rupees, 20 cts.; $25, or 50 rupees, 40 cts.; $35, or 70 rupees, 60 cts.; $50, or 100 rupees, 80 cts.; 150 rupees, $1.00.

4.—No Order must exceed $10 or $50 (unless drawn on India, when 150 Rupees is the limit).

HONGKONG MARKET PRICES.

Corrected to Saturday, August 22, 1896.
At 1020 Cash per Dollar Mexican.

		PRICE. Highest. Cash.	Lowest. Cash.	Chinese Names.
Butcher Meat.				肉食
Bacon, English,	lb.	—	—	來路燒猪肉
" Ame. Sugar cured,	"	320	—	花旗燒猪肉
" Fooshow,	"	—	—	福州燒猪肉
" Japan, cured	"	—	—	日本燻猪肉
Beef sirloin & prime cut,	catty	140	—	尾龍扒
" Corned,	"	140	—	鹹牛肉
" Roast,	"	140	—	燒牛肉
" Soup,	"	100	—	湯肉
" Steak,	"	140	—	牛肉起
Bullock's Brains,	per set	60	50	牛腦
" Tongue fresh,	each	350	—	牛脚
" " corned,	"	350	—	鹹牛利
" Head,	"	500	—	牛頭
" Heart,	"	150	—	牛心
" Hump, Salt	catty	140	—	牛肩
" Feet,	each	60	50	牛脚
" Kidneys,	"	50	—	牛腰
" Tail,	"	100	—	牛尾
" Liver,	catty	70	—	牛肝
" Tripe (undressed)	catty	60	50	牛肚
Calves Head and Feet,	set	500	—	牛仔頭脚
Hams, American,	lb.	320	—	花旗火腿
" Chinese,	"	280	—	金華火腿
" English, New,	"	400	—	來路火腿
" Japan cured,	"	250	—	日本火腿
" Shanghai,	"	250	—	上海火腿
Mutton Chop,	"	150	—	羊牌骨
" Leg,	"	150	—	羊脾
" Shoulder,	"	120	—	羊手
Pigs' Chitlings,	catty	70	60	猪臟
" Feet,	"	110	—	猪脚
" Fry,	"	160	—	猪雜
" Head,	each	500	450	猪頭
" Heart,	"	50	40	猪心
" Kidneys,	pair	90	—	猪腰
" Liver,	lb.	140	—	猪肝
Pork, Chop,	catty	190	—	猪排骨
" Corned,	"	—	—	鹹猪肉
" Leg,	"	190	—	猪脾
" Fat or Lard,	"	130	—	猪油
Sheeps' Head and Feet,	set	350	—	羊頭脚
" Heart,	each	50	40	羊心
" Kidneys,	"	70	—	羊腰
" Liver,	lb.	150	140	羊肝
Sucking Pigs,	each	$1.75	$1.25	猪仔
Dust, Beef,	lb.	110	—	生牛油
" Mutton,	"	100	—	生羊油
Veal,	catty	130	—	牛仔肉
Poultry.				生口
Chicken,	catty	220	—	鷄仔
Capons,	"	350	—	鹹鷄
Ducks,	"	170	—	鴨
Doves,	each	—	—	班鳩
Eggs, Hen	doz.	120	—	鷄蛋
" Duck	"	110	—	鴨蛋
Fowls,	catty	200	—	鷄
Geese,	"	210	—	鵝
Hares,	each	—	—	兎仔
Musk Deer,	"	—	—	黃猄
Partridges,	"	—	—	鷓鴣
Pigeons,	"	200	—	白鴿
Pheasant,	brace	—	—	上海山鷄
Rice Birds,	doz.	—	—	禾花雀
Quail	each	—	—	鶴鶉
Snipe,	"	250	—	沙鷸
Turkeys, Cock,	catty	650	—	火鷄公
" Hen,	"	400	—	火鷄𪃎
Teal,	each	—	—	水鴨
Wild Ducks,	pair	—	—	上海本鴨
Fish.				海鮮
Barbel,	catty	250	—	加魚
Bream,	"	—	—	鯿魚
Bombay Ducks,	100 pieces	—	—	
C'ton Fresh Water Fish,	catty	—	—	海鮮 鱻
Carp,	"	110	—	鯉魚
Catfish,	"	—	—	赤魚
Codfish, Salt,	"	—	—	鹹鮫魚
Crabs,	"	150	—	蟹
Cuttle Fish,	"	110	—	墨魚
Dab,	"	130	—	沙孟魚
Dace,	"	90	—	黃尾鯽
Dog Fish,	"	—	—	跌倒沙
Eels, Congor,	"	—	—	海鮫
" Fresh water,	"	250	—	淡水鰻
Eels, Yellow,	"	160	—	黃鱔
File Fish,	"	—	—	剝皮洋
Frogs,	"	200	—	田鷄
Fresh Fish,	"	110	—	鮮魚
Garoupa,	"	350	—	石斑
Gudgeon,	"	90	—	白鮓魚
Gurnard,	"	140	—	紅鮓
Herrings,	"	140	—	鮮白
" smoked	box	—	—	熏黃鯡
Halibut,	catty	120	—	鰈魚甲
Labrus,	"	140	—	黃花魚
Loach,	"	200	—	鳥鱓
Lobsters,	"	300	—	龍蝦
Mackerel,	"	—	—	鯖魚
Monk Fish,	"	—	—	老鼠魚
Mullet,	"	150	—	鯔魚
Oysters,	"	—	—	生蠔
Parcutah,	"	180	—	紹參魚
Perch,	"	130	—	鱸鮓
Pike,	catty	—	—	花鮓魚
Plaice,	"	—	—	鯉魚
Pomfret, White	"	300	—	白鯧
Pomfret, Black	"	180	—	黑鯧
Prawns,	"	250	—	明蝦
Ray,	"	50	—	琵琶沙
Rock Fish,	"	100	—	石狗公
Roach,	"	—	—	鱲魚
Salmon, (Canton),	"	300	—	馬友魚
Shark,	"	50	—	鯊魚
Salt Fish,	"	100	—	鹹魚
Skate,	"	50	—	鰩魚
Shrimps,	"	160	—	蝦
Snapper,	"	300	—	立魚
Soles,	"	250	—	樣沙魚
Tench,	"	—	—	鯇魚
Turbot,	"	160	—	左口魚
Turtles, small, fresh water,	"	250	—	龜魚
Whiting,	catty	—	—	長魚
White Bait,	"	—	—	銀魚仔
Fruits.				菓子
Apples, (California),	catty	200	—	金山平菓
" (Tientsin),	"	100	—	天津平菓
" (Japan),	"	—	—	日本平菓
Bananas, fragrant,	"	30	—	香蕉香蕉
" (brides),	"	30	—	山香蕉
Chestnuts, Chinese,	"	—	—	風栗
Carambola,	"	80	—	楊桃
Cocoanuts,	each	50	—	椰子
Ground Nuts,	catty	100	—	花生
Grapes,	"	—	—	鮮提子
Lemons, China,	"	80	—	檸檬
" Peel,	"	—	—	桔餅
Lichees, Dried,	"	200	—	荔枝乾
" Fresh,	"	—	—	荔枝
Limes,	"	—	—	梅檬
Mango, (Saigon),	each	—	—	玄南芒菓
" (Manila),	"	—	—	呂宋芒
Mangosteen,	dozen	—	—	山竹子
Oranges, Sweet,	catty	200	—	新會甜橙
" Green,	"	50	—	青橙
" Red,	"	—	—	紅桔
Olives,	"	100	—	白欖
Pine-apples,	each	50	—	本地菠蘿
Pears,	catty	80	—	沙梨
" (Tientsin),	"	400	—	天津雪梨
Pumelo,	each	—	—	碌柚
" (Siam),	catty	60	—	暹羅柚
Peach, (Sweet),	"	—	—	甜桃
Raisins, Muscatel,	"	—	—	珠提乾
" Pudding,	"	—	—	珠提
Water Chesnuts, com.	"	40	—	馬蹄
" Mandarin,	"	40	—	桂林馬蹄
Walnuts,	"	120	—	合桃
Vegetables, &c.				菜蔬
Artichokes, Shanghai,	catty	—	—	上海丫洽竹
Bean, (French),	"	—	—	佛蘭西邊豆
" Long,	"	50	—	豆角
Beet Root,	each	10	—	紅菜蘭
Brinjals, Green,	catty	30	—	紅元蒿
" Red,	"	—	—	青茄
Brassica,	"	40	—	白菜
Bamboo Shoots,	"	60	—	竹筍
Cabbage, Chinese com.	"	30	—	矛菜
Cabbage, Shanghai,	each	130	—	椰菜
Cauliflower,	"	—	—	椰菜花
Carrots,	catty	60	—	金笋
Celery, Chinese,	"	120	—	唐芹菜
" English,	"	—	—	洋芹菜
Chilies Dried,	"	—	—	辣椒乾
" Red,	"	80	—	紅花椒
Curry Stuff, English,	"	40	—	加爾曾粉
Cucumbers,	"	40	—	青瓜
Bitter Squash,	"	80	—	苦瓜
Garlic,	"	40	—	蒜頭
Ginger, young,	"	60	—	新子薑
Horse Radish, S'hai,	"	120	—	辣根
Indian Corn,	"	—	—	粟米
Lettuce, (English),	each	10	—	洋生菜
Mushrooms, Fresh,	catty	—	—	生草菇
Onions, Bombay,	"	50	—	洋葱頭
" Green,	"	60	—	生蔥
" Shanghai,	"	40	—	上海葱頭
" Japan,	"	40	—	日本葱頭
Okroes,	"	100	—	毛豆
Parsley, English,	bundle	10	—	洋荽菜
Potatoes, Sweet,	catty	20	—	番薯仔
" Shanghai,	"	20	—	上海薯仔
" Japan,	"	20	—	日本薯仔
" American,	"	—	—	花旗薯仔
" Foochow,	"	40	—	福州薯仔
" Macao,	"	—	—	澳門薯仔
Pumpkin,	"	20	—	金瓜
Purslane,	"	20	—	猪仔菜
Papaw,	"	25	20	木瓜
Radish,	dozen	—	—	紅蘿白仔
Rice, best quality, per picul,		$4.50		上白米
" Common "		$4.10		中白米
Shalots,	catty	80	—	蕗蘭頭
Spinage, (Chinese)	"	—	—	菠菜
Spinach,	"	—	—	莫菜
Snake Gourd,	"	40	—	蛇瓜
Tomatoes,	"	80	—	番茄
Taro,	"	80	10	芋頭
Turnips, Patil, (Long),	each	40	—	蘿白
Vegetable Marrow,	catty	80	—	番瓜
" (Long),	"	—	—	長節瓜
Water Cresses,	"	—	—	西洋菜

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